

Navy News

JULY 1974

5p

'TOT' PLAYPARK GO-AHEAD

All seamen like

Go Go girls are not planned (yet) for the Navy's new recreational centre at Southwick Park, but they provided a lively attraction at H.M.S. Glamorgan ship's company dance marking the end of refit. Lucky companions here are AB Ken Round and AB Ian Belsten. Picture: Dave Morris



The official go-ahead has been given for the development of a tract of beautiful Hampshire countryside as a Royal Navy recreational centre, the bulk of the £120,000 cost coming from the Sailors' "Tot" Fund.

Known as Southwick Park, and situated about eight miles from Portsmouth Dockyard, the land includes a small lake which is already popular with naval anglers in the area.

A major part of the scheme is for a first-class golf course, with facilities for beginners, and a "country club" centre.

Some caravans will be accommodated, and other activities which have been discussed include horse riding (already established), perhaps boating or canoeing, and an adventure playground.

When the Grants Committee of the Sailors' Fund met in London on May 23 (full report on page 15) some of the members said an impression still prevailed in the Service that this ambitious project would only be for the benefit of the adjoining establishment of H.M.S. Dryad.

For instance, it was pointed out, how were families without cars going to get there in the absence of convenient public transport?

It has to be agreed (writes a Navy News representative who attended the meeting) that anyone who wishes to enjoy unspoilt

(Continued on page 40)



Why has she got the sailor by the feet? The solution is on page 21.

Family trip fares blow

Naval wives' hopes of reunion holidays overseas, as a break in long periods of separation, have suffered a severe blow through the decision to more than double the charges for pre-payment travel in Royal Air Force and charter aircraft.

Return to Singapore has gone up from £124.80 to £258; Hong Kong, £147.80 to £300.60, and Gibraltar, £20.80 to £44.

With accommodation costs additional, there will be many families who will find the new charges far beyond their means.

In some cases, commercial package deals work out cheaper, especially where accommodation is included, and indeed some naval personnel are being sent on duty overseas by this arrangement.

Those Service families who booked before the new charges came into effect,

but travelled later, found themselves with a heavy extra bill to pay.

Such a sharp rise in booked travel costs is likely to turn thoughts increasingly to the possibility of indulgence flights, when spare seats become available in Service aircraft.

However, the indulgence charges (for meals, etc.), have also gone up, and when it is remembered that travel to the airfield, and private accommodation, have also to be taken into account, the total bill can be substantial.

A further disappointment for indulgence hopes is that the need for economy has resulted in a reduction of R.A.F. scheduled services, and thus a diminishing chance of spare seats.

LAUNCHING OF H.M.S. COVENTRY

A big crowd watched the launch, at the Birkenhead yard of Cammell Laird's, of the fourth of the Royal Navy's Type 42 destroyers, H.M.S. Coventry.

The ship was named and sent down the slips by Lady Lewin, wife of Admiral Sir Terence Lewin, Commander-in-Chief, Fleet.

Those attending the ceremony included 34 members of the H.M.S. Coventry Old Hands' Association, and several unable to be present sent messages of goodwill.

H.M.S. Coventry is the fifth ship of the Royal Navy to bear the name. Her immediate predecessor, a light cruiser, served with distinction in both world wars, before being sunk at Tobruk in 1942.

The new ship will be armed with the Sea Dart missile and a 4.5 in 8 gun, and have a twin-engined Lynx anti-submarine helicopter.

Standard displacement is about 3,500 tons, with an overall length of 410 feet and a beam measurement of 47 feet.

A high standard of living accommodation includes bunk sleeping, cafeteria messing, and air conditioning.

The excited crowd, waiting for the moment as the ship begins to move down the slips.

Picture: L/A George Wilson.

NEW DESTROYER



Drafty answers a recurring question

THE PROBLEMS OF GETTING ASHORE

During lectures and visits, Drafty and his team are frequently asked how people are drafted from sea to shore and whether it is possible to give longer notice for such drafts.

Well in advance of a man's estimated relief date, Drafty calls for his availability date on a red-crossed drafting preference card. This date is calculated by the ship on the basis of a man having had all leave due. Until this date is known to the drafting team, no decision can be made for his next draft.

With normal leave, re-engagement leave, etc., the availability date could be as much as three months after a man comes ashore — in some cases longer.

Men going to sea service are selected six months in advance and receive at least five months' notice of draft. So one might assume that Drafty knows where the vacancies on shore will be in the same time scale. But does he? The further ahead Drafty tries to draft to shore billets the more likely he is to have his plans upset by changes arising because of men going P7R, or being discharged PVR.

So long-term drafting ashore means a high chance of something going wrong. The shorter the wait, the more certain one can be that plans will stay firm. In addition, there is always the chance of an unexpected vacancy in a man's preference area that did not exist at the six months point.

Right balance

So, to get the right balance between unreliable long forecasts and drafts of absolute certainty but over-short notice, the time scale selected is 13 weeks.

Drafty looks weekly at the available men around the 15-week ERD time scale to find a billet that he hopes matches up with the man's wishes and gives him 13 weeks' notice of draft.

One problem faces most men coming from sea service: career and advancement courses. If the school is in the preference area, all well and good. If not, then a man may well have to do some of his shore time out of his preference area. This can mean two or even three separate drafts in one spell of shore time.

Does his best

Drafty does his best to avoid this type of situation but in some cases it is inevitable.

How easy or difficult it is to meet the wishes of the man coming to shore service depends on the size of a drafting category and the numbers competing at that time for jobs in a particular place.

If the branch is in surplus and has no vacancies to be filled right away, a man can be sent supernumerary where he wants to go, to slot into a billet that will become vacant when a man is drafted away at a later date. This is unfortunately becoming a rare situation at the moment.



"Wants to go ashore? We mustn't listen to such ravings, must we!"

WHAT DRAFTY SAYS TO 'DISGRUNTLED' KILICK STOKER'

"A load of rubbish" was the comment of "a very disgruntled killick stoker" after reading Drafty's article on leading hands (May issue).

The reader said that he and his friends "were still waiting for the so-called fringe benefits, and as for the extra pay did you know it was possible for a milkman to pick up the same wage, and the only responsibility he has is his milk crates and cart."

The letter had a kick at shore time ("what's that"), and the value of the discharge certificate information, concluding: "Isn't it about time that the Service started to look into the privileges of a leading hand, and made some considerable changes to pay, etc."

In reply, Drafty's outfit suggested that the killick had missed the point of the

article on leading hands, which was that there were definite advantages in advancement, mainly in the field of better pay.

Details of milkman pay rates not being readily available, it was pointed out, however, that a leading hand passed for PO got £42 a week (before the recent rise).

"Has the killick asked himself whether the milkman has any opportunity for promotion, whether he gets a married quarter, whether he can get a Long Service Advance of Pay, or even if he gets a pension after 22 years' service?"

The official reply agrees that it is perhaps true that there are not many privileges open to leading rates which are not now open to able rates.

"If, however, you give the leading hand the privileges that a petty officer now has,

what advantage would there be in being advanced to PO?"

The final words in reply to the killick were these:

CPO MEM at 29

"If you are prepared to work hard and obtain your qualifications, there is no doubt that the advent of promotion by selection has resulted in the opportunity for you to get much more rapid advancement right up to fleet chief, than in the past. The chance is there if you are prepared to accept it."

"Did you know, for example, that it is possible to be promoted to CPO MEM at the age of 29? It has happened. And early advancement to leading hand is the first step up this ladder."

SWOP DRAFTS

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicants direct.

P. Hannister, LOEM N4D Mess, H.M.S. Collingwood. Being drafted to H.M.S. Cochran in September (over six months). Will exchange for establishment or ship undergoing refit in Devonport.

G. Birkett, LOEM H.M.S. Lynx. Being drafted to H.M.S. Sultan August 27. Will exchange for any shore base billet, Plymouth.

A. R. Francis, AB(UW2A), H.M.S. Russell. Being drafted to H.M.S. Jupiter July 5. Will exchange for any Portsmouth or Chatham based frigate.

M. Russell, RO2(T), H.M.S. Apollo. Will exchange for frigate going east of Suez or West Indies.

R. Sandys, OEM1, OPP Mess, H.M.S. Dolphin. Being drafted to H.M.S. Fearless, November 8. Will exchange for any Portsmouth based ship.

D. T. Stead, OEA3, R3 Savage Close, Rowner, Gosport. Being drafted to H.M.S. Argonaut (Plymouth based) October 28. Will exchange for any Portsmouth based frigate or married accompanied billet.

S. C. Anning, PO(FCI), H.M.S. Lynx. Being drafted to Britannia R.N. College, September 30 (over six months). Will exchange for any other Devonport shore establishment.

I. C. Sale, MEM1, H.M.S. Churchill, Chatham. Refitting. Will exchange for any Polaris submarine.

N. G. Hardy, RO2(W), H.M.S. Apollo. Portsmouth based. Will exchange for frigate going east of Suez or West Indies.

D. C. Scott, LCK, H.M.S. Intrepid at Portsmouth. Being drafted to H.M.S. Collingwood, September 5. Will exchange for any shore billet Portsmouth.

J. N. Peterson, AB(RP), 4WAO Mess, H.M.S. Ark Royal. Will exchange for shore base or "day running" ship.

N. A. Delve, AB(SG Star), Saintes Block, H.M.S. Warrior, Northwood, Mddx. Being drafted to H.M.S. Upton (Portsmouth based) October 14. Will exchange for any frigate going to, or based in, Far East.

B. Charlton, MAA, H.M.S. Amazon. Will exchange for any establishment in Portsmouth / Gosport area.

W. Thompson, AB(RP Star), H.M.S. Dryad. Being drafted to H.M.S. Exmouth, September. (Refitting, Portsmouth, then Portland Squadron). Will exchange for shore / sea billet in Scotland.

A. Saliba, LSTD, 3L2 Mess, H.M.S. Blake. Expected to be deployed to Far East in autumn. Will exchange for Portsmouth-based ship, preferably in refit.

D. Stratford, MEA(P), H.M.S. Figard. Detailed H.M.S. Ark Royal, December. Will exchange for sea billet anywhere.

T. Killick, CK, 3D Mess, H.M.S. Devonshire. Detailed H.M.S. Caledonia, August 19. Will exchange for any Portsmouth area

shore base.

D. O. Evans, OEM1, c/o Main Gate, H.M.S. Cochran, Rosyth. Detailed H.M.S. Tartar (Portsmouth) September 9. Expected to deploy to West Indies. Will exchange for any Rosyth/Port Edgar based ship.

P. B. Samson, CK, 21 Mess, H.M.S. Raleigh, Torpoint. Detailed H.M.S. London, January 21. Will exchange for Ark Royal or any Plymouth based ship.

R. K. Bradley, POWTR, c/o RNSS, H.M.S. Pembroke (over 18 months). Will exchange — anywhere in U.K. considered.

G. S. Guy, PO(FCI), H.M.S. Hampshire. Will exchange for any frigate or small ship, Portsmouth based, going anywhere.

J. Hynes, MEM1, 207 Mess, Winklyn Block, H.M.S. Neptune. Detailed H.M.S. Yarmouth (Rosyth) October. Will exchange for Portsmouth ship or base.

W. J. Pratt, AB, QRH(A), 3FI Mess, H.M.S. Blake. Due to deploy to Far East. Will swap for any minesweeper, patrol boat, establishment Portsmouth Area.

D. A. Gillett, MEA(H), H.M.S. London (refitting at Portsmouth). Will exchange for Scotland or north England.

D. J. Reynolds, LMEM 13 Mess, H.M.S. Norfolk. Will exchange for any Portsmouth-based Leander or Tribal-class frigate.

J. Block, AB (SG Star), H.M.S. Scylla. Detailed H.M.S. Jaguar (Refitting at Chatham), September 2. Will exchange for any seagoing ship, preferably H.M.S. Scylla.

M. J. O'Shea, RO2(G), H.M.S. Undaunted. Detailed H.M.S. Penelope (Devonport for refit), August 6. Will exchange for any foreign sea-going draft.

R. V. Atkinson, LWTR, H.M.S. Oistrey. Will exchange for any Plymouth or Cullerose shore draft.

J. M. Gower, LS(RP2), 4WAO Mess, H.M.S. Ark Royal. Will exchange for draft to N. Ireland.

S. P. Wilson, AB (RP2), H.M.S. Undaunted. Detailed H.M.S. Nubian, Rosyth, August 27. Will exchange for Portsmouth-based ship.

Russian exercise

Among the shadowing force for a big Russian exercise in the North Atlantic were H.M. ships Hermione, Dido and Rhyl, supported by R.F.As.

The Royal Navy team finished third overall in the British Helicopter Championships at Hickstead, Sussex, and won the precision handling phase of the competition.

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Balancing act

Drafty's article on the Communications Branch (June issue) produced letters from two readers.

"Still Waiting." H.M.S. Dolphin, described as "ludicrous" the argument that the poor advancement prospects in the branch were balanced out by wider choice of places and circumstances.

"There must be someone who knows of the flagging morale in the branch over this one issue," he said. "If there is he must come out with a lot better answers before he will be satisfied playing Cinderella in the advancement game."

Mrs. E.C., of Essex, said her husband recently passed his advancement course to RS(W) but could not pick up his rate, because of the waiting list, until

1976. Also, in ten years' service, he had had only one shore job (a year).

"You may call this fairness," she said, "but I think there is something drastically wrong with the system."

Navy News (in some trepidation) enters the argument only to point out that Drafty did not avoid full acknowledgement of the disadvantages of the Communications Branch, but tried to offer a word of cheer about those aspects of life which were generally rather better for them.

However, "the message" has undeniable variations — depending upon the view from where you are standing.

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FILMS FOR THE FLEET

Bed and bawd for Sellers

SUNNY
GIRL



Why should the Royal Australian Navy have it all to themselves, we thought — and so did they.

Result: this sunny, sandy study of the lovely Selja Toivonev found its way into our office, by courtesy of our namesake Down Under, the Australian Navy News.

The charming Selja is one of a series of real "beauts" gracing the pages of that

journal, whose editor thought the lads of the Royal Navy should share some Australian sunshine.

Who are we to argue — especially in an issue with an Aussie flavour (see centre pages).

We'll be bringing you more sunshine, thanks to our Australian friends, in future issues.

It's a one-man war for Peter Sellers in "Soft Beds, Hard Battles," one of the latest bumper list of releases to the Fleet by the Royal Naval Film Corporation.

Sellers plays a remarkable range of parts including a historically recognizable French general in his seventies; a British Intelligence officer, who in turn wears a series of disguises; Hitler; a Japanese Army general; a French president; and a Gestapo chief. The film is set in Paris in World War II, its focal

point being a famous "Maison de Rendezvous" presided over by the redoubtable Madame Grenier.

Visited in turn and according to the progress of the war by the French, the British, the Germans and the Japanese general, the elegant establishment becomes the centre of an underground movement, with the Madame and "les girls" eventually foiling Hitler's plan to blow up Paris.

As stated on a plaque later placed on the wall: "1939-1945. In this House the Foundations of Freedom were well and truly laid (!)"

AND HERE'S THE LIST

Here is the full list: —

Walking tall — Joe Don Baker, Elizabeth Hartman. An all-action thriller telling how Bulford Pusser, the newly-elected sheriff, brings law and order to his home town. No. 217. MGM.

40 Carats — Liv Ullman, Edward Albert, Gene Kelly. Romantic comedy about an affluent New York divorcee on holiday in Greece who meets a poised young American 18 years her junior. The difference between their ages bothers her. No. 218. Columbia-Warner.

Paper Moon — Ryan O'Neal, Tatum O'Neal. Ryan, a conniving opportunist who sells Bibles to grieving families, doesn't stand a chance when nine-year-old Tatum decides to team up with him and fleece the gullible folk of America's Mid-West in 1936. The story, filmed in black and white, captures the spirit of the times. No. 219. CIC.

The Long Goodbye — Elliott Gould, Nina van Pallandt, Sterling Hayden. A Philip Marlowe detective story detailing a strange sequence of events which at times appears to be all too neat and tidy and perhaps unbelievable. No. 220. United Artists.

Jesus Christ Superstar — Ted Neeley, Carl Anderson, Yvonne Elliman. Splendid photography in magnificent scenery. The rock

opera starts just before Christ's entry into Jerusalem and ends with the Crucifixion. No. 221. CIC.

Vault of Horror — Daniel Massey, Terry-Thomas, Curt Jurgens. Five short horror stories well contrasted to provide a balanced programme. No. 222. Fox-Rank.

Soft Beds, Hard Battles — Peter Sellers, Leila Kedrova, Curt Jurgens. The renowned Sellers

versatility at its best in this farcical comedy. No. 223. Fox-Rank.

Magnum Force — Clint Eastwood, Hal Holbrook, Mitchell Ryan. When an alleged racketeer leaves court a free man because of lack of evidence, the city is suddenly inundated by a wave of killings of underworld characters. Inspector Harry Callahan, better known as "Dirty Harry," is called in to investigate. No. 224. Columbia-Warner.

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RN
ROYAL NAVY

Oh, I do like to see the sights be-Zuider Zee



Sightseeing in the centuries-old Zuider Zee port of Hoorn, which gave its name to Cape Horn, these members of the Royal Naval Reserve wondered what the "fisher boys" statues on the harbour wall found so interesting. The ship's companies of the R.N.R. mine-sweepers Northumbria, Thames and Montrose were making a four-day visit to Amsterdam after exercises in the Channel. Dutch sailing ships have used the port since the 1400s.

NOTES

Drafting action of men for trials crew (who will form part of the final complement) is initiated between nine and six months before the dates quoted. These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

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COMMISSIONING FORECAST

The latest commissioning forecast details are as follows:

JULY

PHOEBE FLIGHT. July (Tentative). Transfers to Galatea. Sea service.

AUGUST

APOLLO (GP Frigate). August 1. Base port changes to Portsmouth.
PHOEBE (GP Frigate). August 5. LRP at Devonport. Shore service.
SHAVINGTON (CMS). August 23. Commissioning at Devonport. Fishery Protection Squadron.
HERALD (Survey Ship). August. Contractors' sea trials. Shore service (Building).

SEPTEMBER

ANTRIM (GMD). September 2 at Portsmouth. Sea service.
GALATEA (GP Frigate). September 12. Commissioning at Devonport for Sea Service (West of Suez). Captain's command with full staff.
LYNX (A/A Frigate). September 16 at Rosyth. Reduced crew. Refit for Stand-by Squadron. Shore service.

OCTOBER

HERALD (Survey Ship). October. Acceptance. Shore service (Trials).
HECLA (Survey Ship). October 14 at Devonport. E.R. Party. Shore service.
ZULU (GP Frigate). October 25 at Rosyth. Commissioning for Sea Service (West Indies).
PLYMOUTH (A/S Frigate). October 25. Commissioning at Gibraltar with ship's company from H.M.S. Brighton. Sea service (East of Suez).

NOVEMBER

BRIGHTON (A/S Frigate). November 11. Pays off for refit at Gibraltar. Ship's company and flight transfer to H.M.S. Plymouth.
HERALD (Survey Ship). November (Tentative). Commissioning at Portsmouth for Sea service.

DECEMBER

BRONINGTON (CMH). December 20. Commissioning at Gibraltar for 1st MCM Squadron. Sea service.

JANUARY, 1975

BOSSINGTON (CMH). January. E.R. complement at Gibraltar. Shore service.
BULWARK (LPH). January 31. Base port changes to Portsmouth. Sea service.
CHARYBDIS (GP Frigate). January 1. Base port changes to Devonport. Sea service.
KIRKLISTON (CMH). January. Transfers to 1st MCM Squadron. Sea service.

FEBRUARY

KILLIECRANKIE (CMS). Ex Bickington. February 24 at Chatham. Completes refit.

MARCH

JAGUAR (AA Frigate). March 14. Completes refit for Stand-by Squadron. Base Port Chatham.
SIRIUS (GP Frigate). March 10 at Devonport. Starts LRP. Shore service.

APRIL

HERMIONE (GP Frigate). April 1. Base port changes to Devonport. Sea service.
BRIGHTON (A/S Frigate). April 11. Commissioning at Gibraltar for Sea service (East of Suez) with ship's company from H.M.S. Rhyll.

MAY

CUXTON (CMS). May. Trials crew at Rosyth prior to joining 10th MCM Squadron. Shore service.
LONDON (GMD). May 23 (Tentative). Commissioning at Portsmouth for Sea service (West of Suez).
CUXTON (CMS). May 23. Completion.
LINCOLN (AD Frigate). May. Completes refit for Stand-by Squadron.
RHYLL (A/S Frigate). May 5. Pays off for refit at Gibraltar. Ship's company transfers to H.M.S. Brighton.

Day at sea for Wrens

Four Wrens and an RPO Wren from the Depot, R.M. Deal, joined H.M.S. Ashton for a day at sea while the ship was on loan to the Coastguard and on traffic patrol in the Dover Straits.

The weather was not too kind at the start and more than one of the guests was seen to disappear with a whitening face.

The Ashton "bagged" about a dozen offenders, and the Wrens left her at Dover after their first and for some (so they said) their last voyage.

JUNE

BRINTON (CMH). June 30. E.R. complement at Chatham. Shore service.
NAIAD (GP Frigate). June 20. Commissioning at Devonport for Sea service (East of Suez). Captain's command.

JULY

DIDO (GP Frigate). July 30. L.R.P. at Devonport.
GAVINTON (CMH). July E.R. complement at Gibraltar.

AUGUST

EURYALUS (GP Frigate). August 1 (Tentative) at Devonport. Captain's Command with full staff. Sea service.

SEPTEMBER

LYNX (AA Frigate). September 12. Complete refit for Stand-by Squadron. Shore service.

OCTOBER

HECATE (Survey Ship). October. L.R.P. at Devonport. Shore service.
BOSSINGTON (CMH). October. Commissioning at Gibraltar. Base port Portsmouth. Sea service.
CLEOPATRA (GP Frigate). October 27 at Devonport. Captain's command with full staff. Sea service.

SUBMARINE DRAFTING

Dates shown are the final manning dates — the day when the whole crew will be complete. Draft orders will start arriving four months before this time.

Drafting preference cards for electrical branch volunteers are required six months before the final manning date. Drafting preference cards for other branches, five months before final manning date.

OSIRIS. At Devonport. Final manning date July 5, 1974. Joins SM1.
OPOSSUM. At Chatham. Final manning date July 9, 1974. Joins SM1.
FINWHALE. At Portsmouth. Final manning date September 30, 1974. Joins SM1.
ORPHEUS. At Devonport. Final manning date March 7, 1975. Joins SM1.
WALRUS. At Rosyth. Final manning date April 11, 1975. Joins SM1.
OBERON. At Portsmouth. Final manning date April 26, 1975.
CHURCHILL. At Chatham. Final manning date May 23, 1975.

THREE-YEAR BASE PORT PROGRAMME

Here is the up-dated three-year base port programme —

ARK ROYAL Devonport
HERMES Devonport
BULWARK Devonport
FEARLESS Portsmouth
INTREPID Portsmouth
BLAKE Portsmouth
TIGER Portsmouth
DEVONSHIRE Portsmouth
HAMPSHIRE Portsmouth
KENT Portsmouth
LONDON Portsmouth
GLAMORGAN Portsmouth
FIFE Portsmouth
ANTRIM Portsmouth
NORFOLK Portsmouth
BRISTOL Portsmouth
SHEFFIELD Portsmouth
CARDIFF Portsmouth
COVENTRY Portsmouth
ACHILLES Devonport
AJAX Devonport
ANDROMEDA Devonport
APOLLO Devonport
(until July 31, 1974, then Portsmouth)
ARETHUSA Devonport
(on commissioning following refit at Portsmouth)

ARGONAUT Devonport
ARIADNE Devonport
AURORA Devonport
(on commissioning following refit at Chatham)

BACCHANTE Chatham
CHARYBDIS Portsmouth
(until December 31, 1974, then Devonport)
CLEOPATRA Devonport
DANAE Devonport
DIDO Chatham
(Devonport on commissioning following refit at Chatham)

DIOMEDE Chatham
EURYALUS Devonport
GALATEA Devonport
HERMIONE Portsmouth
(until March 31, 1975, then Devonport)
JUNO Chatham
JUPITER Devonport
LEANDER Devonport
MINERVA Chatham
NAIAD Devonport
PENELOPE Devonport
PHOEBE Chatham
(Devonport on commissioning following refit at Devonport)

SCYLLA Devonport
SIRIUS Devonport
BERWICK Devonport
BRIGHTON Chatham
(Devonport after refit at Gibraltar)
FALMOUTH Portsmouth
LONDONDERRY Portsmouth
LOWESTOFT Portsmouth
PLYMOUTH Devonport
(Chatham after refit at Gibraltar)

RHYLL Devonport
(Portsmouth after refit at Gibraltar)
ROTHESAY Portsmouth
WHITBY Portsmouth
YARMOUTH Rosyth
ASHANTI Portsmouth
ESKIMO Chatham
GURKHA Rosyth
MOHAWK Devonport
NUBIAN Rosyth
TARTAR Portsmouth
ZULU Rosyth
JAGUAR Chatham
(refit prior to acceptance into SBSq)
LEOPARD Portsmouth
LINCOLN Chatham
(Devonport refit prior to acceptance into SBSq)
LLANDAFF Chatham
LYNX Devonport
(Rosyth refit prior to acceptance into SBSq)

SALISBURY Devonport
AMAZON Portsmouth
(changing to Devonport 76/77)
ANTELOPE Devonport
AMBUSCADE Devonport
ACTIVE Devonport
ARROW Devonport
ALACRITY Devonport
ARDENT Devonport
AVENGER Devonport
EASTBOURNE Rosyth
TORQUAY Portsmouth
RUSSELL Portsmouth
HARDY Portsmouth
DUNDAS Portsmouth
EXMOUTH Portsmouth
MATAPAN Portsmouth
GRENVILLE Portsmouth
UNDAUNTED Portsmouth
HECLA Devonport
HECATE Portsmouth
HERALD Portsmouth
HYDRA Portsmouth
BULLDOG Portsmouth
SEAGLE Portsmouth
FOX Devonport
FAWN Devonport
ECHO Chatham
EGERIA Chatham
ENTERPRISE Chatham

On their way to the top



Running up the Rock is not the recommended way of seeing the sights of Gibraltar, although the route of the Top of the Rock race takes competitors past many of the colony's features. This picture shows AB Booth, of H.M.S. Berwick, leading MEM2 Moses and other members of the ship's company through Ragged Staff Gates.

OS Howe (22min. 40sec.) won the pewter tankard, presented by the captain's wife, Mrs. P. Hames, and the RP and TAS Mess were first in the inter-part competition.

Of the 43 starters, 42 completed the run, which the Berwick is claiming as a record for a small ship.

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SHIPS OF THE ROYAL NAVY

No. 224

ONYX HAS YOUTH ON HER SIDE

Minesweeper to submerged minelayer — H.M.S. Onyx has reversed roles from the wartime Algerine Class sweeper to the present modernized "O" Class patrol submarine.

First of the modernized "O" boats to enter the Royal Navy, the Onyx was built by Cammell Laird of Birkenhead and launched on August 18, 1966 by Mrs. Christopher Mayhew, subsequently commissioning for service in the Third Submarine Squadron on November 25, 1967.

She is the largest ship of the name to have served in the Navy, the earliest having been built as a ten-gun brig in 1808 and the smallest a 212-ton gunboat.

Her immediate predecessor saw active minesweeping service in the North Sea and the Arctic Convoys and swept the Normandy Beach approaches before the D-Day landings in June, 1944. Battle honours were awarded for all three theatres of operation.

Clockwork Mouse

The Onyx is now a unit of the First Submarine Squadron based at H.M.S. Dolphin, Gosport, having re-commissioned there on November 23, 1973 after a two-year refit at Portsmouth. Her successful first commission was spent mostly in Scottish and Norwegian waters.

She will spend most of her second commission operating around the coasts of Western Europe and can expect at least one six to eight-week deployment in the Mediterranean.

In addition to the submarine's own training programme, which includes frequent periods of self-organized exercises and torpedo firings, the ship's company benefits from the time spent "clockwork mousing" acting as quarry for other submarines, surface ships, helicopters and maritime patrol craft.

The Onyx has been taking part in the Sub-

'PERISHER' POETRY . . .

Earlier this year H.M.S. Onyx was involved in a three-month work-up and "perisher running" for the Submarine Commanding Officer's Qualifying Course in the Clyde area.

Perhaps the labours of those on board — seven officers, 18 senior rates and 38 junior rates — were best summed up in one rating's attempt at verse:

At school when I was young and meek

Seven days equalled one whole week,

But now I'm on the Onyx

And I have to pull my weight,

Cos someone's found an extra one

Now there's flipping eight.

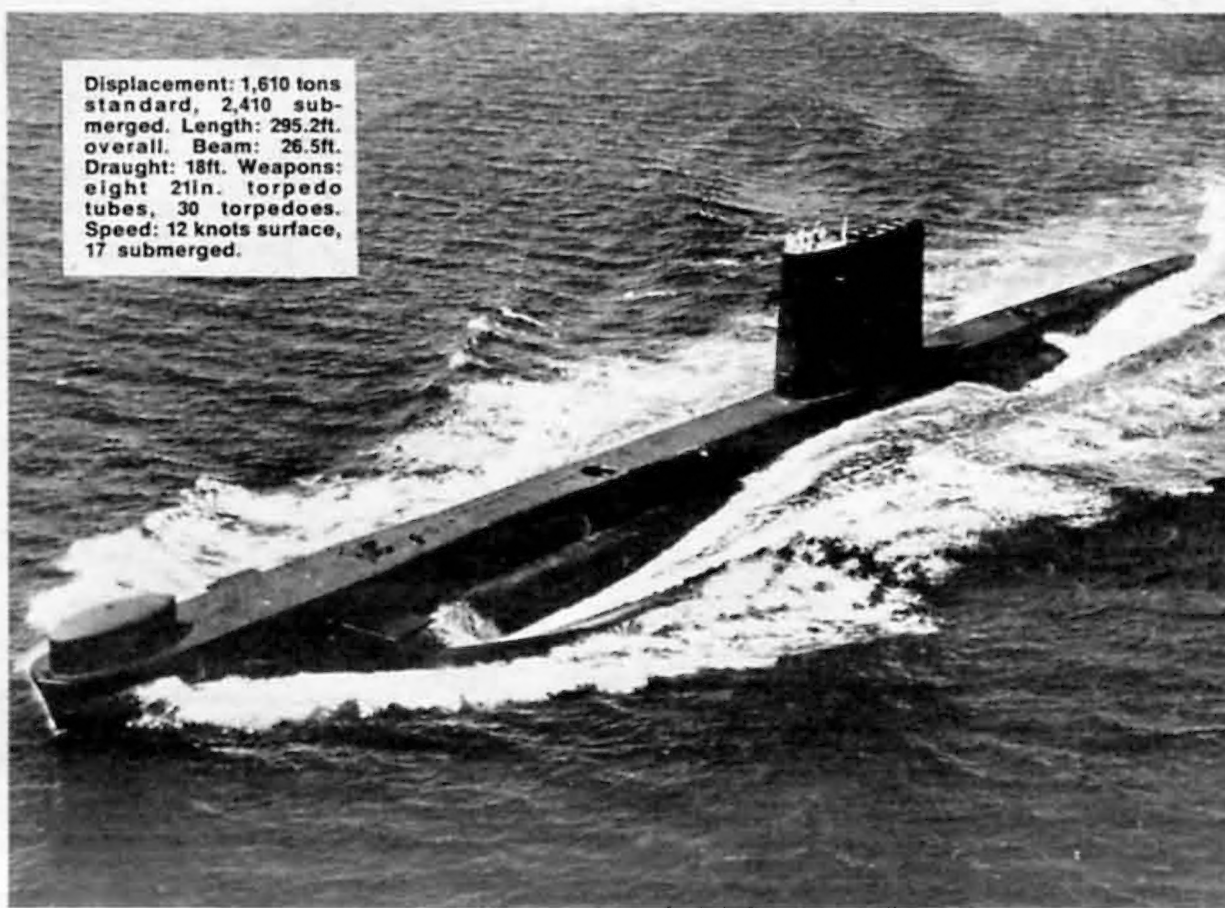


PHOTO POSTCARDS

Postcards of H.M.S. Onyx or any other ships in this series are obtainable from Navy News, Dept. P.C., R.N. Barracks, Portsmouth, PO1 3HH. Price: 5p each (50p per dozen), stamps, postal orders or cheque. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for 70p. Albums to hold 64 Navy News postcards are 85p each (including postage).

Other ships in the series are: Abdiel, Achéron, Achilles, Adamant, Agincourt, Aiane, Ajax, Alamein, Albion (pre-mod.), Albion (mod.), Alderney, Andrew, Andromeda, Antrim, Apollo (minelayer), Apollo (Leander-class frigate), Arethusa, Argonaut, Ariadne, Ark Royal (pre-mod.), Ark Royal (mod.), Armada, Ashanti, Auriga, Aurora, Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (pre-mod.), Berwick (mod.), Blackpool, Blackwood, Blake (pre-mod.), Blake (mod.), Brave Borderer, Brighton (pre-mod.), Brighton (mod.), Bristol, Britannia, Broadsword, Bulldog, Bulwark (pre-mod.), Bulwark (mod.), Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (mod.), Chichester (pre-mod.), Cleopatra, Conqueror, Corunna (pre-mod.), Corunna (mod.), Courageous, Cumberland, Dainty, Dampier, Daring, Danae, Defender, Defiance, Devonshire, Diamond, Diana, Dido, Diomedé, Dreadnought, Duquesne, Dundas, Eagle (pre-mod.), Eagle (mod.), Eastbourne, Echo, Endurance, Engadine, Eskimo, Explorer, Excalibur, Exmouth, Falmouth, Fearless, Fife, Fin Whale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar), Forth, Galatea, Gambia, Girdle Ness, Gleanmorgan, Glasgow, Grafton (No. 1), Grafton (No. 2), Grenville, Gurkha, Hampshire, Hardy, Hartland Point, Hecate, Hecla, Hermes (pre-mod.), Hermes (mod.), Hermione, Huberton, Hydra, Intrepid, Jaguar, Juno, Jupiter, Jutland, Kent, Kenya, Layburn, Leander, Leopard (pre-mod.), Leopard (mod.), Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (pre-mod.), Lynx (mod.), Newcastle, Manxman, Matapan, Mermaid, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olwen (formerly Olynthus), Onslaught, Orpheus, Osiris, Palliser, Penelope, Phoebe, Protector, Plymouth Porpoise, Puma, Rapid, Reclaim (pre-mod.), Reclaim (mod.), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Rhyl, Roebuck, Rothesay, Russell, Salisbury (pre-mod.), Salisbury (mod.), Scarborough, Scorpion, Scylla, Sealion, Sheffield, Shoulton, Siddeham, Sirius, Stromness, Taciturn, Talent, Tartar, Tenacity, Tenby, Theseus, Tidesurge, Tiger (pre-mod.), Tiger (mod.), Token, Torquay, Troubridge, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (pre-mod.), Walrus (mod.), Warrior, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, and Zulu.

Displacement: 1,610 tons standard, 2,410 submerged. Length: 295.2ft. overall. Beam: 26.5ft. Draught: 18ft. Weapons: eight 21in. torpedo tubes, 30 torpedoes. Speed: 12 knots surface, 17 submerged.



People of Stockton will see 'their' sub.

H.M.S. Onyx will open to the public early next month when she berths at Middlesbrough for a five-day visit to Stockton-on-Tees.

The submarine has had a strong liaison with Stockton and in particular Tilery Junior School, since her two-year refit in Portsmouth.

Towards the end of 1972 the sub-

marine's Chief Stoker was on a "spare gear" visit to Eaglescliffe Spare Parts and distribution Centre when he met the school's headmaster socially.

As a result of their conversation it was decided that Onyx should present a model of an Oberon Class submarine to the school.

By December 1973, through the generosity of the people of Stockton and the efforts of Mr. George Cinnamon, the liaison had "snowballed" into the financing and presentation of a two-man bobsleigh to the Royal Navy's bobsled team, originally through one of the submarine's officers who

"bobbled" for the Service.

Sadly, when the Onyx visits Stockton next month the children of Tilery Junior School will be on holiday and bobsledding will be out of season — but the more usual activities of a run ashore in the North East will take their course!

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MANADON TO THE RESCUE

The chairman of the Dartmoor Rescue Group (Mr. I. Kilpatrick) receives a wheeled stretcher from Capt. W. Pillar and student officers at R.N. Engineering College, Manadon.

The stretcher was designed and constructed by the students and will be used by the group's Tavistock section.

'Wrens are paid too much . . .'

We contend that Wrens are now paid far too much, having all the advantages of being in the Service without most of the drawbacks, such as liability for sea service and a commitment to stay in for a fixed period.

As for discipline, it is a bit of a giggle. Also, although there are exceptions, Wrens are not usually as highly trained as their male counterparts.

We all know the Wrens are really in the job for a husband, and super girls they are too, who make splendid wives, but let's not pay them "way over the odds."

Jock and Taff
(Lieutenants, R.N.)

Swan's head

Reference the letter from R. W. Swannell about the badge of H.M.S. Valentine, having served in the ship 1917-18, as far as I can remember the badge had always been a swan's head with collar and chain. The explanation: part of the badge of Henry V; motto, Valenter Volens (fit and willing).

W. T. Timms
(Lieut.-cdr., RNR—
ex-bunting)

Oxford.

LETTERS TO THE EDITOR

Impossible!

The dust cover of the recently-published book "Fisher of Kilverstone" shows Jackie Fisher wearing the full dress uniform of a captain—the photograph taken when he commanded H.M.S. Excellent. Can you explain why the curl of the lacing on his left arm appears to be going "astern"? I cannot imagine the captain of H.M.S. Excellent being so improperly dressed!

Ivor E. Williams
(Lieut.-Cdr., R.N.)
R.N.A.S. Yeovilton

The mind boggles at the thought of Jackie Fisher improperly dressed, but undoubtedly the photograph appears to show the curl wrongly sewn. It is possibly a trick caused by reflected light on the braid.
— Editor.

Residents in both Durban and Natal view the Government's decision to cancel the visit of H.M.S. Leopard to Durban with deep disappointment and astonishment.

Durban has a long history of hospitality to the Royal Navy—150 years of it, in fact. Links were never stronger than in the second world war when thousands of British vessels, from troopships to battleships, called there.

There are people all over the world, but especially in Britain, who have fond memories of friendship, generosity, and hospitality.

H.M.S. Leopard was due here, but will now visit the Seychelles. The move is both disappointing and insulting to a large section of



BARRIERS BETWEEN FRIENDS

the community imbued with sentimentality, who would have arranged parties, country drives, rugby and football for the men of the Leopard. Now both guests and hosts are to be deprived of this pleasure.

During both World Wars many thousands of "Springbok sailors" served in the Royal Navy, and many of them gave their lives.

The sad thing about gestures such as the Leopard is that politicians may disturb deep and natural associations.

Allan du Toit
Durban.

Navy News readers will understand that a Service newspaper cannot become involved in political matters, but receipt

of this letter seemed an appropriate opportunity to say that the Royal Navy is ever grateful for the friendship and hospitality which has always been shown in South Africa.

The Royal Navy, with friends all over the world, has special reason for hoping that barriers—and the reasons for them—will be eased away, and that the process will be the quicker when the reservoirs of goodwill have not to be created, but are there already — Editor.

H.M.S. Blackwood

I would like to correct the article in Navy News (May issue) concerning H.M.S. Blackwood. At the time of the sinking of U-648 and U-600, the Blackwood was a member of the 4th Escort Group and not the 7th Escort Squadron.

The U-600 was, in fact, discovered accidentally. Having lost contact, "B" gun of H.M.S. Bazely (not Bazeley) requested permission to clear the gun, and a single starshell illuminated the submarine on the surface ahead.

The Bazely immediately attacked, bringing oil and wreckage to the surface. The Blackwood followed through with a pattern of depth charges.

C. F. Holness
(Ex-signalman
H.M.S. Bazely)
Herne Bay, Kent.

Vivid memory

I well remember that old spin drier mentioned in the May issue. I used it in 1909, the year I joined, and again in 1914 when I was once again in barracks.

By the way, it was not H.M.S. Drake then but H.M.S. Vivid.
W. H. Moon
(Ex-leading stoker)

London.

ASSISTANCE TO AUTHORS

Mr. M. Pearn, 29 Medland Crescent, Southway, Plymouth PL6 6LX, seeks information or photographs concerning submarine incidents or accidents from the first Holland to the present day, for a book he is compiling with Mr. F. Cocks, of the Plymouth Submarine Old Comrades Association.

Mr. C. J. Thompson, 17, Gladstone Road, Burgess Hill, Sussex RH15 0QQ, writing a book "Submarines with Wings" seeks information concerning the carrying by H.M. Submarine E-22 of two Sopwith Schneider floatplanes in 1916 for anti-Zeppelin work, and also concerning M.2's flying operations.

Wing Cdr. G. A. V. Knyvett (ret.), 11, The Dene, Chesham, Surrey, who flew Ospreys while serving in H.M.S. Hermes during the Far East commission of 1934-37, would like to contact anyone holding photographs taken by the ship's photographer during that period.

Chatham visit

H.M.S. Triumph was not the largest ship to enter Chatham Dockyard (May issue).

The biggest was H.M.S. Centurion, a battleship of the 1910 K.G.V. class. Her building displacement was 23,600 tons, and the visit was in connection with her conversion into a radio-controlled target (about 1926 or 1927).

During the Second World War I saw the Centurion at sea in the Atlantic with dummy guns to resemble the then new K.G.Vs. She ended as part of the "breakwater" around the Normandy beachheads.

Docking problems on the Medway were due to an error 100 years ago when facilities for the Navy were being expanded. Sheerness could have been made to handle anything, but they picked the wrong yard.

H. C. Felton
(Pensioner chippie)
Gillingham (Kent).

One for all . . .

Five girls of the Women's Royal Naval Reserve, Fort Southwick, left Portsmouth for a week-end exercise at Plymouth. On the journey we had to change trains at Salisbury, and as our train had no corridor, we decided to spend a penny there.

Rushing into the ladies' room we found two loos—one "engaged" and the other not clearly showing the sign. I tried to put a penny in, but failed. At last we heard the chain pulled, the bolt lifted, and out walked—a MAN.

We had to rush off to the train, negative spending a penny, but still laughing. Perhaps equality is with us already!

Anne Burgess

(L/Wren, W.R.N.R.)

Portsmouth.



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INLAND SURVEY!

The Chatham-based Inshore Survey Squadron — H.M. ships Egeria, Enterprise and Echo (from left to right in the picture) — berthed at "German Corner," where the Rhine and the Mosel rivers meet, during a four-day visit to Koblenz.

They arrived at the city in the heart of Germany after a 250-mile passage up the Rhine, sailing from Rotterdam through Holland.

Members of the ships' crews surveyed the delights of the Rhine during leave ashore, and two of the commanding officers — Lieut.-Cdr. R. Halliday, of the Echo, and Lieut.-Cdr. C. S. Gobey, of the Egeria — visited the German Army River Engineers' Barracks, at Neuwied, near Koblenz. The captain of the Enterprise is a Lieut.-Cdr. R. Browne.

Picture: LA(Phot) J. Sanders.

HYDRA HEADS FOR FIJI

After a three-month refit at Singapore, H.M.S. Hydra spent six weeks in the Maldives Islands. She then returned to Singapore for a short break before sailing for Suva, Fiji.

The Hydra is expected to be engaged in surveys in the Fiji and New Hebrides group of islands for the rest of this year and the early part of 1975. Her programme also allows for maintenance periods in Australia and New Zealand.

H.M.S. Herald, the Royal Navy's latest ocean survey ship,

is due to join H.M. ships Hecate and Hecla — not H.M.S. Hydra, as stated in Navy News last month — in the R.N. Surveying Service's oil-finding operations along the U.K. continental shelf.

Promotions

The following engineering ratings have been selected for promotion to officers, joining the Special Duties Course at Greenwich on November 4.

To acting sub-lieutenant (E) (WE): D. D. Ansell, M. Astbury, D. L. Bradbury, R. L. Duke, C. D. Gittins, K. Howell, J. R. Laurie, C. Lewis, D. P. Lown, W. M. McClenaghan, R. Morley, K. J. Morrish, R. F. Richardson, A. J. W. Scott, A. R. Scriben, J. M. C.

To acting sub-lieutenant (E) (WESM): K. P. G. Elwood, D. L. Huggett, R. K. Lewis, W. F. Parr, W. P. Raynham, R. J. Sharpe, and P. W. A. Wearmouth.

Authorizations for promotion of the following ratings to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate have been issued.

To COEA — B. E. Griffin M902472; N. Patterson M943778.

To CREMECH — A. C. Lea M969446; L. W. Hackney D057844; A. J. A. Hall D072175; R. Wilkinson M979192; D. P. Sloggett D073406.

To CCEA — S. G. Turner M933739; G. C. Angell D055245; R. T. A. Hummel D056592; J. G. Grant D069524; E. Foster D071677.

To CREA — T. R. Cuckson D062974; J. K. Masters D060128.

To CMEA(H) — D. T. Mogg D076672.

To CCEMECH — A. G. Louch M983159.

To COEMECH — C. L. Porter M969296.

To CMEA(P) — A. G. Colyer M969651.

To CAA(AE) — R. T. Wellaway D052713; M. G. Bullen D063351; J. P. Sinclair D069637; T. R. Chapman D065964; R. J. Bentley D065863.

To CAMECH — R. Beever D067760.

To CEA(A) — E. C. D. Cordner D069515.

To CREA(A) — D. R. Mills F933691.

To CREMECH(A) — C. Perry F964572; D. R. Dinnit F962376.

To CMEM — W. H. Bowman K887702; S. C. R. Gear K962347; D. J. Butler K914153.

To CPOWTR — C. H. Whittaker D059059.

To CPOCK — F. G. Hutchin M940327; C. T. Weeks M966485; P. Gamble M913041.

To CPOSTD — J. Vella L929364.

To CPOMA — J. Jackson D053693.

To CREL — C. F. Cordwell D056594.

To CCEL — R. G. Murrell M962891.

To COEL — P. A. F. Spencer D051154.

To CPO — B. J. Lewis J889487; E. Turner J905478; A. R. Walton J953339; C. Satchwell D050690; M. J. Oldfield J975818; D. S. Harris J913063; T. Linehan J962946; D. A. Bull D074422; D. Watts J962002; K. E. Dobson D059545; W. H. Baukhram J932891.

To CRS — A. J. Rood J965458; R. N. Corfield J964069; R. R. Southard J977405; J. D. Colmer D052370.

To CRS(W) — D. N. Pugh D064577.

To CRS(S) — D. K. F. Thomas J975864.

To CAF(AE) — W. S. Thoms D060373; R. A. Kemp D063755; S. J. Humphreys D078590; D. N. Waller F965476.

To CAF(O)/CEL(AW) — A. R. Keating F963035; D. A. Garriah F944314.

To CEL(AIR) — G. B. Cooper F975715; M. B. Whalley F967417; G. Delaney D050895.

To CREL(AIR) — R. J. Weeks D064179.

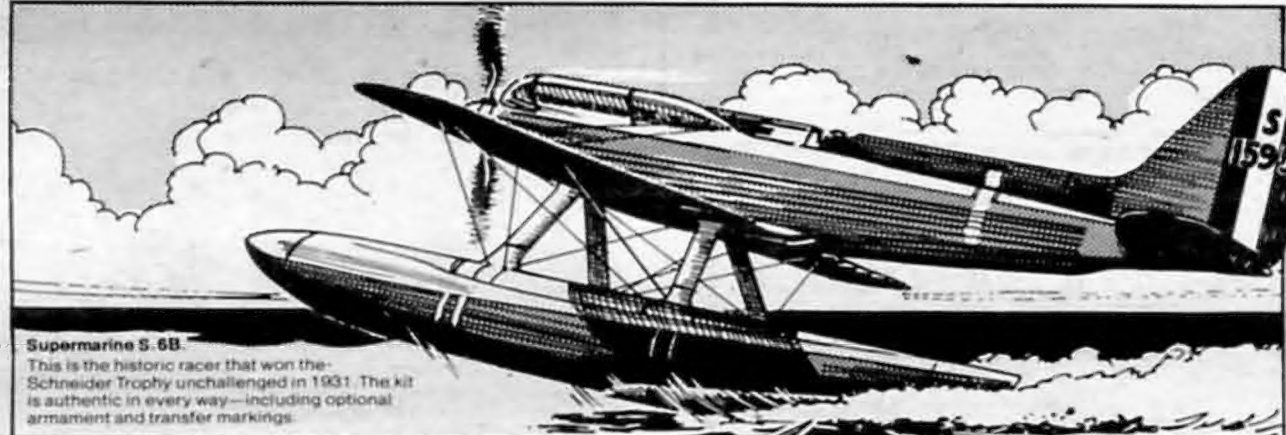
To CA(PHOT) — P. J. Bunting D060550.

To CWRENAP(AE) — E. A. Walker W121470.



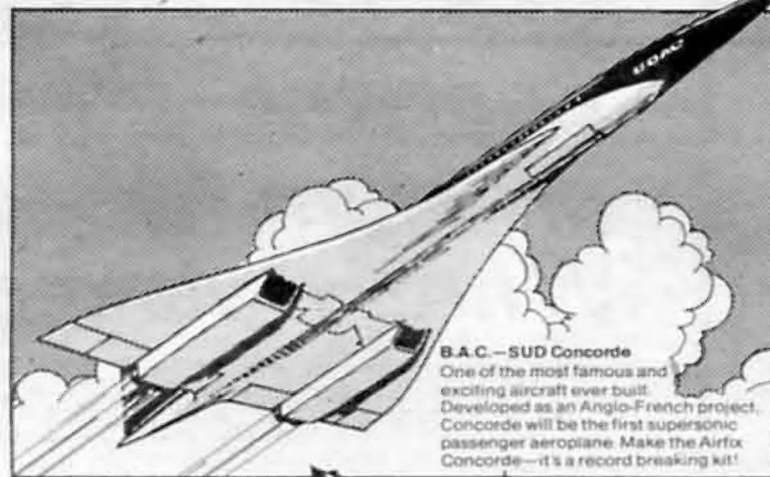
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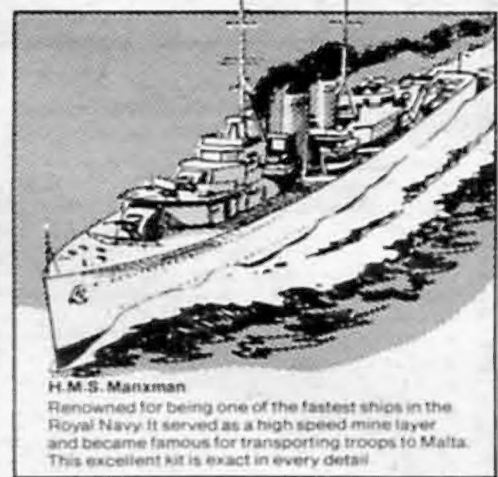
Supermarine S.6B.

This is the historic racer that won the Schneider Trophy unchallenged in 1931. The kit is authentic in every way—including optional armament and transfer markings.



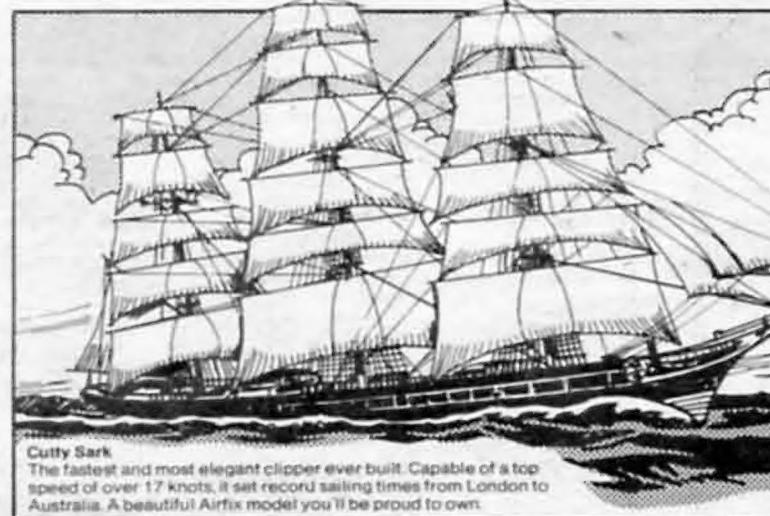
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STOP PRESS



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This long-range escort fighter and strike aircraft kit includes bombs, drop-tanks and a choice of markings for a USAF or a Luftwaffe machine.

POINTS LEADERS ON THE ROSTER

The following table shows the total points of the men at the top of each advancement roster for petty officer and leading rates.

"Int" indicates that the roster is "intermediate," i.e. men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that men are advanced from the roster in Basic Date order.

Dates shown against "Int" rosters are the basic dates of the top eligible men.

PO Int (8.2.72)

LWTR Int (1.5.74)

RPO Int (4.7.72)

POSTD Int (1.5.74)

LMEM Int (1.5.74)

POEL Int (14.9.72)

LREM Int (14.9.72)

RS(W) Int (14.9.72)

LRO(T) Int (20.3.73)

POAF/POAM(AE) Int (13.9.72)

LREM(A) Int (13.9.72)

POEL(AW) Int (12.12.73)

LA(AH) Int (12.12.73)

POA(AM) Int (12.12.73)

POA(AM) Int (12.12.73)

POA(AM) Int (12.12.73)

POA(AM) Int (12.12.73)

POA(AM) Int (12.12.73)

POA(AM) Int (12.12.73)

POA(AM) Int (12.12.73)

POA(AM) Int (12.12.73)

LOEM Int (14.9.72)

RS Int (14.9.72)

LRO(W) Int (14.9.72)

POMA Int (29.9.72)

LAM(AE) Int (13.1.72)

POEL(A) Int (11.5.72)

LEM(AW) Int (30.3.73)

POA(PHOT) Int (30.3.73)

POA(MET) Int (30.3.73)

POA(MET) Int (30.3.73)

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POA(MET) Int (30.3.73)

POA(MET) Int (30.3.73)

POREL Int (21.8.73)

LRO(O) Int (21.8.73)

CY Int (21.8.73)

LMA Int (23.8.72)

POREL(A) Int (13.1.72)

LEM(A) Int (5.3.74)

POA(AH) Int (5.3.74)

POA(MET) Int (20.3.73)

POA(MET) Int (20.3.73)

POA(MET) Int (20.3.73)

POA(MET) Int (20.3.73)

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POA(MET) Int (20.3.73)

POA(MET) Int (20.3.73)

POA(MET) Int (20.3.73)

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FRIGATES SCORE A HIT IN SWEDEN



Lieut. Frank Hennessey and Lieut. Graham Castle with members of H.M. ships Andromeda and Apollo shooting teams, pictured with their hosts from the Swedish coastal artillery when these two ships from the 6th Frigate Squadron visited Karlskrona.

Gun cotton bricks in 1916 mine



When the fishing vessel Port of Rye arrived in Lowestoft after a fishing trip off East Anglia, she had an unusual catch on board — a First World War mine.

Portsmouth and Medway Clearance Diving Team set off immediately to deal with the catch, and part of Lowestoft harbour was closed.

The mine was dismantled on board because of its apparent age, and when the experts got it to pieces they found it was a Mark IV mine laid on June 16, 1916.

Inside the metal casing was a wooden container packed with 260lbs of gun cotton, in brick form.

The team took the gun cotton back to H.M.S. Vernon for disposal, with the possibility of refurbishing the mine later for presentation to a museum.

Said CPO Nick Carter, "There was a copper plate inside the mine giving the date it was laid. The lads had never seen gun cotton before, although they had heard of it."

Seen examining the mechanism of the mine back at Vernon are LS Barry Limbrick (left) and CPO Nick Carter. Beside them is a "wall" of gun cotton bricks.

Photo: PO Len Cobbett.

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Beat-the-ship problem for Whitby walkers

If you were 400 miles from home and had 50p in your pocket, could you beat your ship covering the same distance and act as her unberthing and berthing party at each port? That was the problem posed by Cdr. W. J. Flindell, of H.M.S. Whitby, for three midshipmen and six of the ship's junior seamen.

Dropped off at Rosyth five minutes before the frigate sailed, three teams went their separate ways — and the first arrived in Portsmouth 24 hours later, about 15 hours ahead of the ship.

Confident leaves Gib

A 17-year association between the PAS tug Confident and Gibraltar ended when the Glasgow-built tug sailed for the U.K. She had been based at the Rock since 1957 and her crew was Gibraltarian except for the master and chief officer. Her duties included target towing and rescue and salvage operations as well as assisting with harbour movements of large ships.

After the Confident's arrival in Britain, the crew were transferring to the R-class tug Robust at Plymouth and spending several weeks on trials and familiarisation exercises before returning to Gibraltar.

The Robust, which completed building at Hull in February, is a more powerful tug, developing 4,500 h.p.

Junior Seamen Roy Tough and Paddy McClure and Midshipman David Jarvis had hiked to St Abbs Head and finally picked up a large truck going "east about" to London.

The second and third teams, led by Midshipmen St Clair Armitage and Keith Maidment, both took the Carlisle — Preston — Stoke-on-Trent — Winchester route, arriving in 28 and 32 hours respectively.

J. S. Chuck Middleton commented later: "We were enjoying the trip immensely until the driver started dropping off at 60 m.p.h. and when he asked me if I had a heavy goods licence it was definitely time to stay awake."

While the teams beat south, a group of sea cadets from Edinburgh's Beatty Unit embarked in the Whitby for the passage to Portsmouth.

SCHOOL WORK

Volunteers from the coastal survey vessels H.M.S. Fawn and H.M.S. Fox painted the outside of the Antigua Deaf School, repaired the children's swings, and as a "bonus" built an aerial runway with wire rope and a travelling block.

ODE TO BERNARD

"I didn't know Bernard Campion was still around until I picked up a copy of your paper," writes Mr. Arthur ("Bunts") Gibbons, of 23, Tuke Street, Dunfermline, Fife. He decided to renew his acquaintance with his old shipmate (now the self-styled "Bard of Plymouth") through Navy News — in verse, of course

Dear Bernard Campion, I can see
That You're still writing poetry.
For fine I mind on the Delight
The poems you contrived to write
That on the board did find their way
With Jimmy's orders for the day.
Time sure does fly, when I think back
O'er thirty years, alas-alack.
As you say, things then were tough,
With good times mixed up with the rough.
The only birds we seemed to see
Were seagulls floating on the sea.
But keep in writing just for fun,
Glad to hear from you 'Old Son.'

For Mr. Gibbons, and all ardent followers of Bernard Campion, here is his latest contribution to Navy News — "SEA FEVER."

Who said a sailor's life was great?
I never did appreciate
That forced abstinence from my victuals
When sloop or frigate played at skittles
On some unruly sea.

I could have swapped those seagulls' cries,
Those restless waves and sullen skies
For what was then a matelot's treat —
A chance of sitting down to eat,
From mal de mer set free.

I yearned for life in inland city
Where lights are bright and girls are pretty,
And failed to see how fools could hanker
For troopship, trawler, tramp or tanker —
The beach would do for me.

Yet since I've settled down ashore
In some secure civilian chore,
Like some repentant, fickle lover,
It disconcerts me to discover
How much I miss the sea . . .

Rough ride to Sydney



'GUN RUN' DATES

The Royal Navy field gun crews taking part in this year's Royal Tournament are due to arrive at Earls Court on July 7 and make their first public runs on Wednesday, July 10.

All crews are said to be "running well" in practice, and determined to break Portsmouth's "world record" time of 2min. 44.7sec., set last year, when the points cup and aggregate time cup were both won by Air Command.

The 1974 Field Gun Display programme is as follows:

July	Afternoon	Evening
Wed 10	P v. A	D v. P
11	A v. D	P v. A
12	D v. P	A v. D

Competition starts

Sat 13	A v. P	P v. D
15	No perf	D v. P
16	D v. A	A v. P
17	P v. D	D v. A
18	A v. P	P v. D
19	D v. A	A v. P
Sat 20	P v. D	D v. A
22	No perf	A v. D
23	P v. A	D v. P
24	A v. D	P v. A
25	D v. P	A v. D
26	P v. A	D v. P
Sat 27	A v. D	P v. A

A = Air Command; D = Devonport; P = Portsmouth. First named team of each pair to run on Royal side of the arena. Second on Non-Royal side.

H.M.S. Ariadne rolls up in Sydney and makes a dramatic entrance to the harbour after battling through a storm which caused millions of pounds of damage to the New South Wales coast and severe flooding inland.

Incidentally, don't worry if the number of the ship taking a hammering appears to be F73 in the photograph. It really is the Ariadne (F72). There is more news of the Royal Navy's visit to Sydney in pages 20 and 21.

Earlier, the Ariadne had visited Napier on the North Island of New Zealand, and the sailors were inundated with invitations offering hospitality and guided tours to sheep farms, vineyards, breweries

and local beauty spots. The sports teams had a busy and successful time.

Some 2,500 visitors walked around the ship on the afternoon she was open, guests including the 15 finalists of the Miss New Zealand contest.

The ship's pop group, the Baby Grumplings, again proved popular, playing for two nights to packed audiences at a local night spot.

The visit ended with a reception given by the Mayor and Council, and there was a large turnout for the ship's departure. As a final "Thank you" the Ariadne did a "lap of honour" around Hawkes Bay, with the helicopter airborne.

MED DAWN PATROL

Sixty ships in NATO exercise

Important feature of this year's NATO Exercise Dawn Patrol in the Western Mediterranean was an amphibious landing by ships of the five nations contributing to the Naval On Call Force Mediterranean.

Royal Navy ships were joined by ships from the United States of America, Greece, Italy and Turkey for the exercise. The British contingent included the commando carrier Hermes and the assault ship Fearless, with HQ3 Commando Brigade and 41 Commando Group, Royal Marines, embarked.

Also the guided missile destroyer Hampshire; the frigates Sirius, Lowestoft and Achilles; the submarine Opportune, and three R.F.A.s — Tideflow, Regent and Sir Lancelot.

About 60 ships took part in all, and the NATO amphibious force was under the command of the Flag Officer Carriers and Amphibious Ships, Rear-Admiral A. D. Cassidi, who flew his flag in the Hermes.

ZEBEDEE'S MERCY MISSIONS

Zebedee, the Achilles' Wasp helicopter, was kept busy with several unscheduled missions during her presence in the Mediterranean.

Sailing between Gibraltar and

Naples, the Achilles was signalled that a close relative of a young rating on board was very ill. The ship was rapidly diverted to Majorca and Lieut. Paul Brown, the flight commander, and the second pilot, Lieut. Pieter du Pon, flew the rating to Palma airport, where he was met by the British Vice-Consul, who saw him safely on to a flight home.

It was during the Exercise that Zebedee gave several more impromptu performances in the field of CASEVACS (casualty evacuations) —

● A sailor on board the Greek destroyer Themistoclis broke a leg and the Wasp was sent to winch him on board and fly him ashore.

● The next day a petty officer from the Achilles had to be flown in for dental treatment.

● The hat-trick was achieved the day after that when an Italian officer needed emergency treatment for an injured eye.

Zebedee's mercy flights were becoming regarded as almost commonplace when, some days later, a Turkish doctor was flown from the destroyer Kocatepe to examine an Achilles mechanic suffering from acute stomach pains.

COSMOPOLITAN

News is rarely all sad, however, and the Achilles ship's company were able to make use of these trips to land unexpected mail for the folks at home.

During a visit by the ship to Augusta, in Sicily, about 100 guests were treated to cosmopolitan gastronomic delights provided by the British, Italian, Greek and Turkish cooks and the Achilles was fortunate to have the services of AB Nicola Kuigi Terraciano, born and educated in Naples, who acted as interpreter and guide.

The Achilles returned to Devonport on May 20.

Stern view of H.M.S. Fearless as a landing craft is manoeuvred into the dock during Exercise Dawn Patrol.



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There is a maximum contribution of £20 a month in addition to whatever you may be saving through earlier issues of SAYE.

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Rain fell, but cash piled up!

TWO PAGES...

England's weather is by no means unique, according to the experience with Hong Kong's Navy Day 1974.

Prodigious efforts were made in organizing the event, in aid of charity, and on the day — down came the rain. Torrents of it

Incredibly, nearly 6,000 visitors rewarded the people who had worked so hard, by braving the soaking and rolling in their dollars.

More than £5,000 was raised, the money being shared among five deserving causes, and at the handing over of the cheques Commodore J. A. G. Evans also presented a scrap book album of the event to Lieut. Richard Higgins, who played a major part in the planning and running of the occasion.

Many naval wives were among those who tolled to make the Hong Kong Navy Day and Charity Fair a success, and it isn't possible to give all their pictures, but as a tribute to them all here are Kathy Barker, Anne Fry

(she co-ordinated the soft toy making), Janet Collier, and Sylvie Crone.



Taint what you do . . .

Here is an old matelot's hint to housewives, obviously inspired by the current price of food. "If you get any tainted meat," he says, "whether bird or beast, steep it in borax overnight. It will also soften horseflesh." Quite truthfully he adds, "You never know!"

GETTING THAT DEPOSIT...

'Home loans at 21' plea

A naval couple who decided to buy a house of their own were disappointed to find that they were not eligible for the Royal Navy's advance-of-pay scheme to help them with the deposit.

"My husband has been in the Service six years," said a letter from the wife, "and I was extremely surprised to find that the scheme is not open to personnel under the age of 25."

"More and more young people are trying to buy their first home," she said, "and it seems to me that the age limit should be reviewed and reduced to 21 — or something more realistic than 25."

To reply to this letter, the idea behind the loan scheme should be explained.

In effect, the Navy says to a sailor, "When you make up your mind about the Service as a full-time career, and sign on for a pensionable engagement, we can probably fix you up with an interest-free loan if you want to buy a house."

The applicant has to be a leading rate, and in practice the rules are unlikely to admit anyone under 25.

If loans were offered at say, 21, a man could be "tied" to the Navy before he had firmly made

up his mind, because should he decide to leave, he would have to clear the loan before going.

In any case, however, a building society will only advance an amount based on income, and according to what readers have been telling Navy News, a 21-year-old with no resources other than his pay (in the Navy or outside) will have a long search to get a foothold on the lowest rung of the property market.

The Armed Forces Pay Review Body are concerned about the position of Service people priced out of the market, and have asked for Ministry of Defence proposals to ease the difficulties.

Anything which helps with accommodation problems — especially in the Navy where there is a shortage of married quarters — will always be very welcome, but it is only fair to point out that thoughts for individual housing help are directed mainly towards the men who have opted for long service, or are going to pension.

D.C.I. — see page 12.

DEFENDING THE ARMY

"Some misunderstanding" seems to have been the reason for a letter from an Army wife (May issue) who was upset about waiting time for a married quarter when her husband was posted to SHAPE. He had just finished more than a year at sea with the Navy.

A letter to Navy News from Lieut.-Col. J. B. Massey, commanding officer of the U.K. Support Unit at SHAPE, said in reply, "You malign your sister service!"

Colonel Massey explained that the housing rules of SHAPE were drawn up on an international basis, that each newcomer received booklets of guidance, and that it was possible to rent private accommodation without too much trouble while awaiting official quarters.

"Roll on!"

The Navy also sprang to the pongo defence with a letter from ex-SHAPE member PO(CK) and Mrs. A. McIsaac, of Plymouth, who said that private accommodation was easy to find, and also pointing out that Service personnel got reduced rates on channel ferries.

Navy News hopes that the Army wife found that her accommodation fears were groundless, despite the first dismay at the waiting time, and that she will eventually enjoy life in Belgium as much as the McIsaacs, who ended their letter with, "Roll on our next SHAPE draft!"

Could you lend a hand?

One of the most appreciated forms of community aid is Meals on Wheels run by the Women's Royal Voluntary Service. Volunteers, especially drivers, are urgently needed at Portsmouth, and anyone able to spare a few hours a morning once a week would be welcomed. Telephone: 27441.

Homely fun



Mrs. Yvonne Scott, the "mother in charge" plays with the children at Alexandra House, the new short-stay children's residence which has been opened at the St Budeaux married quarters estate, Plymouth.

A small homely guest house, it provides

care and accommodation for up to 12 children (babies to age 14) during periods of temporary family separation.

It should be especially useful in the case of confinements when the father cannot be on hand to look after other children.

The world's largest selling gin.



...FOR FAMILIES

The lively possibilities in community organisation are amply demonstrated in this variety show put on by Portland Naval Married Quarters residents.

Wives steal the limelight, but some of the daughters take the eye as well, with the dads adding a dashing contribution.

A frequent "standing room only" notice is testimony to the popularity of the shows (this one was the third in a year). The picture by H.M.S. Heron's chief photographer, Charles H. Thompson, who comperes the show, features "The London Ladies."



The spice of life!

Peter's 'home from home'

When H.M.S. Hampshire arrived at Naples for a two-day visit, it was almost home from home for POREL Peter Knight. Waiting on the jetty was his wife Rita and their two children, Margaret aged three and Ivano, six months.

Rita comes from Bacoli, just along the coast from Naples, and her parents still own the restaurant where Peter and Rita first met while he was serving at the headquarters of AF South.

Peter was able to have a week's leave to spend with his wife and parents-in-law before rejoining his ship in Malta.

How to boost recruiting?

It has long been recognized that sailors have a way with the wimmin. How else can a man continue to impress his wife so much that in a moment of overwhelming pride she sends his picture for inclusion in Navy News?

"I have a feeling it might boost recruiting — if only of Wrens," she says.

Sorry, Mrs. T., that we haven't room in this issue for the photo. May you always be as happy as you are — and get him to write a book revealing the secret.

Wonderful evening

When her husband was on week-end leave from Coldrose, Mrs. A. E. Matthews, of West Kensington, remembered a mention in Navy News about the new Nuffield Centre off the Strand. They went there, "our first week-end on our own since our marriage three weeks before, and we had a wonderful evening. The centre is fantastic, and we are going to tell all our friends about it," she wrote.

Spectacular!



In simple dignity, Rothiemurchus Lodge stands amid the spectacular scenery of the Cairngorm Mountains, providing both summer and winter holiday opportunities for Service people.

"Nothing like the Costa Brava — thank heavens!" could well be the comment of would-be holidaymakers charmed by this picture of Rothiemurchus Lodge in the Cairngorm Mountains of Scotland.

Service leisure centres are places for the adventurer, and there are three north of the border well worth investigating.

Navy News

No. 241 21st Year

Editorial and business office:
Royal Naval Barracks,
Portsmouth

Editor — Bill Wilkinson
Deputy editor — John Tucker
Assistant editors — Derek Smart and Chris Horrocks.

Business manager — Lieut.-Cdr. Len Truscott, MBE, RN (ret.).

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Telephones: Portsmouth 22351, ext. 24194 (editorial) and 24226 (business). GPO line: Portsmouth 26040.

Rothiemurchus, for instance, is centrally situated for skiing from December to April, and in the warmer months offers excellent hill walking, pony-trekking, and rock climbing, with sailing close by.

Life can be a strenuous use of the natural environment, or quiet days bird-watching in the surrounding peaks and forests.

Caravans on a site at Loch Ewe are set amid spectacular scenery, and provide another holiday possibility, with a nearby long sandy beach which is safe for swimming.

Beautiful sub-tropical gardens may come as a surprise, but they are there to be visited — perhaps by mum while the youngsters are having a go at golf, fishing, mountain climbing or hair-raising canoeing (expert guidance of course).

The third away-from-it-all centre is at a former forestry saw mill, which has been carefully restored. "The Dall Hut" is more attractive than its name implies, and is being further improved

with heating and domestic equipment.

Concerning bookings, the caravans have no vacancies for July and August but details can be obtained from the Resident Naval Officer, Loch Ewe, R.N. Establishment, Aultbea, Achrasheen, Wester Ross, Scotland. Tel. Aultbea 226.

Bookings and brochures for Rothiemurchus are dealt with by: The Secretary, The Rothiemurchus Lodge Committee, HQ Scotland (Army), Edinburgh EH1 1YX. Tel. 031-336 1761. Ext. 218.

30 years' service

Known to hundreds of naval families, Chief Wren Elizabeth David, BEM, was presented with the Bar to her Long Service and Good Conduct Medal, after 30 years in the W.R.N.S., by Commodore R. W. Garson. She has served in Cardiff since 1957, on detached duty for the Family Welfare Office, Devonport.



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Living-out for the over-18s

Sailors over 18, and Wrens of petty officer status and above, who are serving in shore establishments, may now be allowed to live out in private accommodation.

Personnel under initial training are not generally included, but the restriction may be waived at the commanding officer's discretion.

Sympathetic consideration is to be given to compassionate cases, and those where personnel wish to live out locally with their next-of-kin, but commanding officers may withhold or withdraw living-

out permission where conduct is unsatisfactory, or where operational or special training requirements dictate.

The new privilege does not extend to ships, except where personnel are victualled and accommodated ashore.

The financial responsibilities of living out rest solely on the individual, and not on the Service. No additional allowances are payable.

DCI (RN) S 65



"It's not so much living out as living WITHOUT that worries me!"

£50,000 share-out

Naval sporting and recreational facilities benefit from the £50,000 available as extra Naafi rebate for the year ended April 28, 1973.

The allocation is: Royal Naval Benevolent Trust, £19,106; W.R.N.S. Benevolent Trust, £894; Commands (for improvement of recreational facilities), £8,000; Fleet Amenities Fund, £14,500; and R.N. Sports Organization, £7,500.

DCI (RN) T 324

GET WISE ON DCIs

Aim of this regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

Home loans for long service

Interest-free loans to help sailors to buy their own houses are intended only for those who opt for long service, but what is to happen now that they can at any time give 18 months' notice to embark for civvy street?

The scheme, which has proved to be of enormous value to the Navy, must be safeguarded, and existing borrowers must know where they stand should they

New flag

A new flag has been approved for joint service establishments, having equal dark blue, red, and light blue vertical bands, with the Joint Service badge in black at the centre.

DCI (General) T 85

unexpectedly find that they wish to go outside.

In future, therefore, ratings who apply for a loan must waive their right to give notice until such time as the money has been paid, and in most cases this would mean staying on at least until 33.

For people already in receipt of a loan, it would obviously be unwise for them to leave the Service with a heavy debt to the Crown, on which they would then have to pay interest charges.

Should they, therefore, give notice, their repayments would be stepped up, the maximum

amount suggested being 20 per cent. of the advance per annum.

In determining the higher repayments, any potential gratuity would be taken into account.

Ratings will also be asked to raise a lump sum of the size necessary to clear whatever amount would remain after increased repayments and the use of gratuity.

Repayment arrangements will be incorporated in a legally enforceable document.

The advance-of-pay scheme has to be based on the principle of repayment before a rating leaves the Service, and the new arrangements, while ensuring this, are as reasonable as can be devised to take into account the rights under the Notice Scheme.

DCI (RN) S 61

£820 tops ideas list

The unusually high amount of £820 goes to Lieut.-Cdr. L. D. Hamlyn, R.N. (ret), in the latest list of awards for inventions and technical suggestions, made to naval personnel from public funds and the Herbert Lott Naval Trust Fund.

Other recipients are Lieut.-Cdr. D. G. P. Roberts, CCEA J. G. Palmer, and

Short cut

A short cut to leading rate in the Weapon Electrical Mechanic Branches is possible for men who demonstrate that they have the ability and personality to gain early advancement.

While the bulk of advancements to LEM will continue to come from EM ratings in their second sea billet, those in their first sea billet who are selected by their ships' officers after they have been on board for eight months, and are recommended by their commanding officers, may have their time on board extended to about two years.

At the end of that time they will be expected to take the provisional examination for leading rate.

The aim of the scheme is to introduce again the opportunity for early advancement of the men most worthy of it.

DCI (RN) T 291

Driving courses

Resettlement courses in motor driving and maintenance, operated by the Royal Naval Benevolent Trust at the Naval School of Motoring, Portsmouth, are now free.

DCI (RN) T 295

Money for pictures

Making a hobby pay is seldom possible, but useful money can be won by photographers (amateur or professional) in the naval competition, with awards ranging up to £50.

Since the aim of the contest is to gain photographic material for publicity purposes, reproduction fees up to £10 are also available.

Entries for the 1974 competition have to be in by December 31.

DCI (RN) T 326

Passports

The Services Booking Centre in London is no longer responsible for obtaining passports for naval personnel or their families, although they will continue to deal with applications for visas.

In future, passports will be obtained direct from regional passport offices by unit, ship, or establishment.

DCI (RN) S 55

Medical studies

Extra pay, with free evenings and week-ends, is offered for officers and ratings who volunteer to take part in medical studies at the Chemical Defence Establishment, Porton (near Salisbury).

Apart from the change in the normal run of duties, those who co-operate are taking part in vital work to develop means of protection for the Services and civilian populations against chemical operations.

"No danger to the individual" is emphasized in the announcement of details.

DCI (RN) T 312

Wrens' courses

From next January, Wren stores accountants wishing to qualify for leading rate will be required to take the oral provisional examination and professional qualifying course referred to in a DCI last year.

Additionally, from 1975, the professional qualifying courses for petty officer stores accountants and petty officer Wren stores accountants will be combined.

DCI (RN) T 298

Smashing time at Royal Arthur...



The long-standing obstacle course record at the Petty Officers' School, H.M.S. Royal Arthur, has been smashed by five POs who made their challenge after a fortnight's hard training.

They set up a new best time of 5 min. 32.4 sec., an improvement of about 50 seconds over the old record.

The team, from 1324 P.O.L.C., comprised (left to right, standing), A/REAI Andy Korsak, REA2 Bomber Brown, and CEMN3 Charlie Findlay; (kneeling), PO(UW1) Knocker White and LRO(T) Fred Fox. The hard-working trainer was PO(UE1) Rattler Morgan.

Reserve tenders to be R.N. manned

Recognizing the importance of the university officer entry into the Royal Navy and Royal Marines, approval has been given for Royal Naval Reserve tenders to be R.N. manned, and for the officers-in-charge of the U.R.N.U.s to be appointed in command.

The ships concerned are: Isis (Southampton), Dee (Liverpool), Droxford (Glasgow), and Thornham (Aberdeen), and full command has been assumed by the Commander-in-Chief Fleet.

The tenders (with the exception of H.M.S. Thornham which is already in full commission with an R.N. crew) will be on shore service, and will be administered by the appropriate shore base.

DCI (RN) T 273

More DCIs on Page 13

Red shadow in the sunset for Ark

One of H.M.S. Ark Royal's many visitors during her trials and work-up programme was this W-class Russian submarine, photographed 15 minutes after sunset on June 14 with R.F.A. Resource also in the picture.

The submarine followed the ship for some hours and sent this signal by light during the night:

"We congratulate you with Queen's Birthday."

To which the Ark Royal replied:

"Thank you for your good wishes. I hope we are not delaying your arrival home."

Other visitors included the Commanding Officer of RAF Leuchars (Group Captain White), two parties of USAF (Europe) officers, General Sir Richard Ward (Chief of Personnel and Logistics), and the Flag Officer Carriers and Amphibious Ships (Rear Admiral A. D. Cassidi, formerly C.O. of the Ark Royal).

The Freedom of the Borough of Fareham is to be granted to H.M.S. Collingwood at a ceremony to be arranged during the borough's inaugural year.

When 13 ships of the Federal German Navy arrived at Chatham in June, some 700 visiting sailors were given shore leave for sightseeing and shopping. The ships were ten craft of the 7th Fast Patrol Boat Squadron, based at Kiel, together with two escort ships and a supply ship.

The Royal Navy's Fleet Air Arm marked the 25th anniversary of the Royal Australian F.A.A. with a presentation of engraved cut-glass decanters.

Volunteers from the Fleet submarine H.M.S. Churchill, refitting at Chatham, have been assisting a charity which provides aid for the aged and infirm by helping to decorate their homes, dig their gardens and undertake other tasks.

A 57in. long model of the man-of-war Royal Oak in about 1740 was bought for £11,550 at Christie's for the National Maritime Museum.

A gift of £100 for the benefit of patients has been received by Royal Naval Hospital Haslar from members of the R.N. Stores Branch Benevolent Association as a "winding up" donation.

Among those named by the Ministry of Defence in a list of awards for service in Northern Ireland between November 1, 1973 and January 31, 1974, is Lieut.-Cdr. R. E. Arnold-Shrubbs, who is Mentioned in Despatches.



NAVY NEWS IN BRIEF

Red Arrows for SSAFA

The SSAFA annual air display, which celebrates its 25th anniversary this year, takes place at R.A.F. Church Fenton, near Tadcaster, Yorks, on Sunday, August 18. Gates open at 10.30 a.m., and the flying display starts at 2 p.m.

The flying programme includes the Red Arrows, the Falcons and the Rothman aerobatic team.

Fifty years' service to the Royal Navy ended with the retirement on June 30 of Mr. Jack Holness, Naafi's Portsmouth command senior district manager.

H.M.S. Sabre, Royal Navy fast training boat, visited London from June 21 to 24.

More material is still required for the Landing Craft Museum at Poole, particularly photographs of all types of landing craft and ships involved in landing craft operations and mementos and models of landing craft or such operations.

Anyone willing to donate or loan such exhibits is asked to contact The Museum, Landing Craft Base, Royal Marines, Poole, Dorset.

Claiming to be the man whose speech sparked the Invergordon mutiny, and since 1934 a Soviet citizen, Leonard Wincott, former able seaman, is to get a visa to come to Britain.

The Royal National Lifeboat Institution received a cheque for £317 raised by an H.M.S. Endurance sponsored run around Stanley Harbour in the Falklands.

Lieut. Mike Hill and Lieut. Steve Bodycote, of R.N.A.S. Yeovilton, were members of an R.A.F. expedition which has completed a crossing of the frozen wastes of Greenland on foot.

MORE ABOUT D.C.I.s

Schools teams

An unusual and interesting job is promised for volunteers accepted as members of the Royal Navy and Royal Marines Schools Presentation Teams, which will be formed on September 2, 1974.

They will visit comprehensive and secondary modern schools throughout England, Scotland, and Wales from October 1974 to April 1975. During the presentations, the ratings and Royals will have the opportunity to talk about their own work and the Service generally.

Eight men and four Wrens are required.

DCI (RN) T 292

PVR applications

The next review of applications for premature voluntary release will be held this month, the minimum length of qualifying service governing eligibility to apply (counting to June 30, 1974) being as follows: ratings and R.M. ranks, on completion of three years of a nine-year engagement; artificers/mechanicians/medical technicians, on completion of four years of a 12-year engagement.

DCI (RN) T 313

Vacancies

There are vacancies at the Aeroplane and Armament Experimental Establishment, Boscombe Down, Salisbury

(Wilts) for skilled technicians who may shortly be leaving the Royal Navy or Royal Air Force.

The establishment's prime role is testing military aircraft and associated equipment before acceptance by the Services, and includes work on advanced technological projects.

DCI (RN) T 270

Mechs.

First trainees are now joining the Fleet from the new common training course for CE and OE mechanics, at H.M.S. Collingwood. A task book has been introduced specifying the on-job training required by these mechanics.

DCI (RN) T 330

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THE 'TOT FUND' UNVEILS A WIDENING RANGE OF LEISURE ACTIVITIES...

More than £600,000 has been paid out by the Sailors' Fund since the start of its operations in August 1970, and another batch of applications totalling nearly £50,000 was approved at a meeting of the Grants Committee in London on May 23.

Instead of their free issue of rum, sailors have been able to enjoy an extensive widening of recreational activities. All ships receive regular Welfare Fund grants, the additional resources allowing more ambitious and exciting "runs ashore."

In the establishments all manner of projects have gained Sailors' Fund blessing, and the Grants Committee were impressed to see a picture of a modern matelot — a leading seaman on horseback taking a prize at show jumping.

The Sailors' Fund has financed big schemes such as swimming pools, which until now would have been completely out of reach. Every night there must be thousands of naval personnel and their friends dancing to Sailors' Fund disco equipment, and other grants have bought boats, motor maintenance facilities, and sport and recreational gear of all kinds.

One of the major applications to the May Grants Committee was for £8,287 to pay for the resiting of the Dryad Saddle Club stables, and a loan of £13,633 for the erection of steelwork over a covered riding area.

The present stables had to be moved, due to establishment development, and unless funds could be found, the existing riding facilities would cease. On the other hand, continuance of the riding centre would provide an attractive associated amenity for the Southwick Park Recreational Centre.

The riding centre, it was emphasized, was quite independent of H.M.S. Dryad, among the riders being those from the Collingwood Saddle Club. Membership figures were given as 500, with 60 per cent. ratings. In addition, many juniors used the facilities in organized parties as adventure training. Prices charged were 50 per cent. less than at commercial riding schools.

The Grants Committee agreed to the £8,287 grant (subject to the approval of the Sailors' Fund Trustees), and after some discussion decided to offer £7,000 towards the loan requirement. A week later the Fleet Amenities Fund Grants Committee agreed to find the balance of £6,633, and to contribute a further £3,000 towards the cost of providing a roof for the riding area.

Car maintenance

When the Grants Committee came to deal with an £8,350 application from H.M.S. Neptune for car maintenance facilities, the members were somewhat shaken to learn that the figure had escalated to £14,025.

The scheme was for a couple of buildings (double garage size), one of them housing two ramps. In defence of the scheme, it was pointed out that the 3,500 ratings at Neptune included many car enthusiasts, that the present single ramp was scheduled to be moved, and that the scheme as planned would be a great boon.

One of the reasons for the high cost was that there were no existing buildings which could be converted, and the site now available required some rock clearance.

The Committee were totally sympathetic to the idea of car maintenance facilities, but reluctant to accept such an enormous bill, and finally they decided to offer £10,000, in order that some aspects of the estimate could be toned down.



Sports project

H.M.S. Pembroke was successful in a bid for £6,000 towards a £15,000 joint Navy / Army project for a new United Services Club house at Chatham, available for all sports teams using the ground and the adjacent hockey, soccer, and cricket pitches, and athletics track.

A club house of sorts had existed for many years, but the existing building was in danger of collapse, and beyond economical repair.

The sum of £2,600 was approved for the provision of an additional bar in the lounge of the new Sultan Club, which after 18 months had proved to be popular with junior ratings, and had outgrown the original estimate of usage.

Some doubt was thrown on the claim that the club "was open to everybody" but the explanation given was that any turning away of visiting sailors had been due to capacity attendances.

NOT SO LUCKY

With applications totalling nearly £65,000, and less than £50,000 available, some of the applications could not succeed.

The following failed to gain support — H.M.S. Figgard, £6,292 for playing fields flood-lighting; H.M.S. Drake, £5,024 for theatre lighting and sound equipment; H.M.S. Daedalus, £2,492 for stage lighting; and H.M.S. Collingwood, £900 for a Wayfarer sailing dinghy.

Other successful bids were as follows:

H.M.S. Daedalus, £1,500 loan towards the £5,370 needed to install a new washing machine in the Welfare Fund laundry, which provides a valuable service to many officers and ratings both in the establishment and in those nearby.

H.M.S. Caledonia, £2,796 to provide central heating and domestic equipment for Dull Mill Recreational Centre, Kinloch Rannoch, where apprentices for the past two years have been rebuilding a derelict saw mill for adventure training, recreation, and for family holidays.

H.M.S. Heron, £600 (reduced from £973) for disco equipment for the Heron Club, said to be the only place for seven miles where this type of entertainment could be obtained, and where public transport was poor.

B.R.N.C. Dartmouth, £350 (reduced from £955) towards a new washing machine and equipment for the Welfare Fund laundry (local use only).

SAILORS — AND THE NAVY MINISTER IN THE SWIM!



The Navy Minister, Mr. Frank Judd, opened the Commando Forces' new swimming pool at Seaton Barracks, Plymouth — one of the biggest schemes to gain Sailors' Fund blessing. The pool cost more than £120,000, the bulk of the money coming from a Sailors' Fund grant.

At the unveiling of a plaque by young Michael Brand (right) Mr. Judd was ready to lend a hand as the boy executed a rather tall order. Michael is the son of Capt. Douglas Brand, of 40 Commando, Royal Marines, and was given a part in the ceremony to mark his birthday.

After the opening, Mr. Judd chatted to the families, and enjoyed a swim in the pool (left).

Pictures: PO Ben Cartwright.



THE LUCKY ONES...

H.M.S. Drake, £800 for a hydraulic car lift for the Car Maintenance Club, said to be the most successful of such activities in the establishment.

R.N.H. Gibraltar, £460 for disco equipment for the hospital ratings' NAAFI Club.

Expedition, on a joint services basis, to Danger Island in the Chagos Archipelago, Indian Ocean — £200 granted towards the £600 requested as a contribution to the cost.

H.M.S. Inskip, £500 towards the cost of an all-weather cricket square for this isolated establishment.

H.M.S. Collingwood, £500 for a glider launching vehicle and mobile canteen for Portsmouth Naval Gliding Club based at H.M.S. Daedalus.

H.M.S. Gannet, £450 for stage and auditorium lighting, public address equipment, and curtains, as part of the conversion of a store into an assembly hall and theatre.

H.M.S. Lochinvar, £16 for stage lighting for the Flotilla Club, which serves both the establishment and the ships' companies of attached squadrons.



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WHEEL 'EM IN!

It was enough to make any self-respecting gunnery instructor cringe with horror! As Class OEA 722 Q stepped smartly up to the saluting dais during the end-of-term divisions at H.M.S. Collingwood, all eyes were on the mechanical contraption at their head — a home-made car driven by OEA Apprentice Bob Griffiths.

Fortunately for Bob and his classmates, however, this unusual example of the apprentices' ingenuity was greeted with smiles as Vice-Admiral Sir George Raper returned the salute.

The 11 members of the class, under the supervision of Lieut. Bob Montague, spent a total of 800 hours of their spare time on the electrically-powered car project — a topical choice, in view of the energy crisis.

They used a wide range of skills, including electrical and mechanical design, electronics, machining, fitting, brazing, woodworking, upholstering, wiring, and welding.

Features in the original design

include: finger-tip speed control up to 18 m.p.h., collapsible steering column, disc brakes, rack and pinion steering, adjustable track rods and a plug-in charging facility.

The car was made from scrap metal, car parts, components from washing machines and spin driers, and mounted on bicycle wheels. Power is provided by three car batteries, which drive car generators and give the vehicle a range of about 40 miles between charges.

On their return from a year's sea training the class plan to "child proof" their car and present it to a children's home before starting on a larger saloon version.



PEDAL POWER

Members of 849 Squadron, in Denmark for the NATO exercise Bold Game, carried out an instant consumer test on the English tandem and the Danish "Long John."

Lieut. Stuart Gray found the Danish bike quite a handful, with its indirect steering and the added weight of FCEL Alan Faulkner up front.

The tandem was also much faster, with Lieut. Peter Kidner augmenting the pedal power of the squadron's senior pilot, Lieut.-Cdr. Peter Jones, and it easily won a race-you-round-the-Gannet-three-times contest.

The squadron spent two weeks at Karup, the Royal Danish Air Force's largest air base.

When the Flag Officer Sea Training (Rear-Admiral J. H. F. Eberle) took the controls of a battery-operated railway trolley at Portland, those who could not find a place to sit (or stand) on board were left to run behind — and they included the flag lieutenant, Lieut.-Cdr. B. Burns!

The Admiral was visiting the new Diving Training Centre at Bincleaves when he discovered that the railway was the only form of transport along the north breakwater at Portland.

Lieut. L. Maynard, the staff clearance diving officer, acted as forecastle look-out — although he obviously didn't take the job too seriously — while the staff anti-submarine warfare officer, Lieut.-Cdr. H. L. Foxworthy, and the regular driver, Mr. Smith, cadged a ride on the "footplate."

Keeping pace with the flag lieutenant was the diving maintainer, Ordnance Electrical Mechanician Jamieson.



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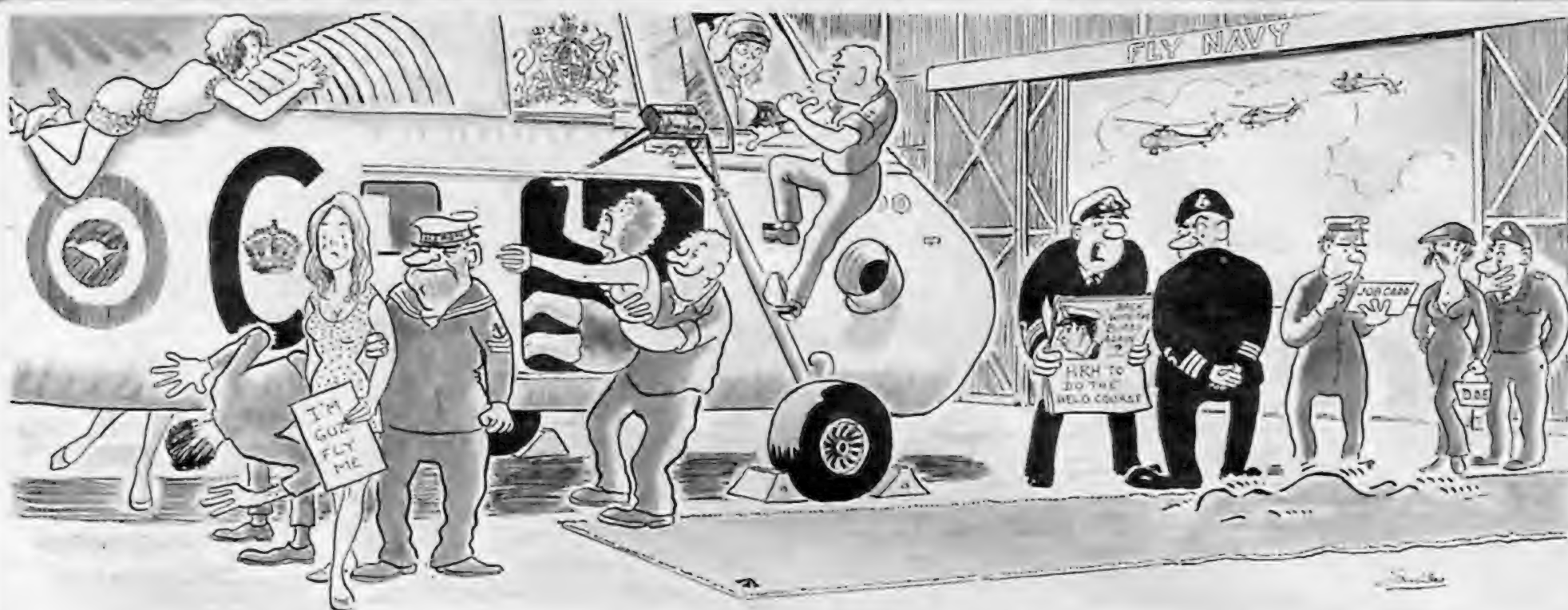
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NEWSVIEW

Must reunion holidays fade?

Just as reunion holidays for naval wives were becoming an accepted way of life in reducing long spells of separation, the whole plan has suffered a severe setback by the zooming increase in the cost of air travel.

Many reports had been reaching Navy News of the morale-boosting pleasure for men and their families, in taking advantage of a ship's maintenance stay in an overseas port to be together again for a couple of weeks or so.

Many of the wives travelled by Royal Air Force or charter planes under the pre-payment scheme, and even faraway Hong Kong was within reach of many pockets, but costs have suddenly caught up. The pre-payment charges, which had remained unchanged for quite a long time, have been more than doubled. The announcement has been received with much gloom.

SPECIAL WARRANTS?

Signals flew and much talk has already ensued over the new rates, and indeed some delay was achieved in bringing them into force. But what happens now?

No doubt every aspect of private charter will be explored, though few units of the Fleet have the level of demand sufficient to fill all the seats in a plane. Package holidays which include accommodation, although by comparison an attractive proposition, may still be beyond the means of most sailors.

Is there any hope of a special travel warrant available by air to anywhere a ship might be for a maintenance period? They would have to be few in number, perhaps one a year, but they could be regarded as a "perk" to those in the Service whose sea / shore ration is more adverse than others. There are many problems associated with the fair running of such a scheme, and they might prove insuperable.

OTHER NEEDS

However, if reunion holidays have to be a thing of the past, is not this the time to dig in hard on other aspects of separation, including telephone facilities, postal costs, and rail warrants?

Naval families may be forgiven for wondering if, outside the Service, there is a full realisation of the pounds and pence of being apart.

As a body, the wives cope splendidly with the problem of "headless families," but the latest news cannot fail to revive ideas which would give fuller recognition to the separation difficulties amid the social and financial pressures of the day.

MINISTER ON PATROL

The Beira Patrol cannot go on for ever, but it must often seem that way to men of the Royal Navy, ploughing up and down the same bit of sea and watching for blockade runners who are significant by their absence.

Mr. Frank Judd, the Navy Minister, went out to the Indian Ocean to find out about this naval responsibility for himself — the first of his line to do so.

It seemed a good idea for Navy News to find out what the Minister thought about the patrol, and ask him a few questions. He was very willing, and quite prepared, because the sailors had got in first!

Soon after Mr. Judd's arrival aboard H.M.S. Leopard, he was down in the petty officers' mess having a 40-minute grilling with questions collected from the ship's company.

The blockade is one of the longest in naval history, and in the eight years since it was started memories may have grown rather dim.

Mr. Judd said the object of the patrol was to stop oil going by the cheapest and most convenient route to Rhodesia, where the regime had been declared as illegal. This meant that the pipeline at Beira had to be cut off.

Glimmer of hope?

Without attempting to anticipate any political decisions, the conversation with the Minister did seem to offer a tiny light of hope at the end of the tunnel.

Whether the Beira Patrol is going to be finished is by no means decided yet, but undoubtedly it is being studied closely. Mr. Judd said he was already involved in discussions with colleagues at the Ministry of Defence, and was to have discussions at the Foreign Office about the whole function of the patrol.

As a former sailor, Mr. Jim Callaghan, the Foreign Secretary, is unlikely to allow his natural sympathies to sway his political judgment, but he must be better equipped than most to know what Jack thinks about it!

"All should know what we ask of our Servicemen, and of the real problems of living in the front line."

How will the matter be approached?

Mr. Judd said they would be asking themselves whether the patrol could be exercised on a more irregular basis. "Changes in the Portuguese political scene are very significant for the future of the Beira Patrol," he said, "and with our relations with Southern Africa as a whole."

"If the Portuguese Government took responsibility for seeing that the pipeline from Beira was not reopened, then the whole situation would be transformed."

The Minister was asked, "Supposing the patrol has to be maintained, couldn't the duty be shared around with other navies?"

Mr. Judd's reply was that in the context of the United Nations sanctions policy, we have always considered Rhodesia as a British responsibility and would expect U.N. support of any action we might have to take.

The visit to H.M.S. Leopard was bound to provoke questions about the stoppage of the ship's call at Durban, and the substitution of a visit to the Seychelles.

The Minister made his position quite clear. "The Government feel deeply about the basic injustices in South Africa, and we do not believe that the Royal Navy should be used in glossing over the situation, and giving it, as it were, a certificate of respectability."

"I am in full agreement with this policy. All the same I am very sorry that any disappointment was caused."

Change of plan

He added, in fairness, that some of the ship's company of the Leopard were not upset about the change of plan, and seemed to have enjoyed their call at the Seychelles.

Mr. Judd would have liked company on his visit to the frigate — all 634 of this parliamentary colleagues. It gets pretty warm down there, and, being a relatively old ship, the Leopard's air conditioning is not what it might be, nor does she have the messing and dining facilities of a modern ship.

"Every M.P.," he said, "should see these men, stripped to the waist and sweating, and trying to sleep stacked in like bakery shelves. All should know what we ask of our Servicemen, and of the real problems of living in the front line."

The Minister is obviously going to take a lot of interest next time he sees a plan for a new ship, and studies the accommodation.

There are many other subjects, including delivery and collection of mail for the Beira Patrol, which the Minister is pursuing to see if improvements can be made. The visitor and the Leopard turned over a lot of stones between them — perhaps adding something to the education of both.



Over he goes! Mr. Frank Judd transfers by jackstay from R.F.A. Tidereach to H.M.S. Leopard on Beira Patrol.

HOME: TO A BAFFLED BABY... AND A NEW CAR



Left: Whether out of coyness, bewilderment, or merely a fascination in that big ship that's just come in, 18-month-old Sarah seems to be unaware of the homecoming joy shared by her parents, AB Robert Bradfield and wife Ruth, when H.M.S. Brighton arrived back at Chatham. After sailing from the Medway at the end of January, the frigate covered 16,000 miles, calling at the British Virgin Islands, Trinidad and Bermuda and ports in Venezuela, Puerto Rico, Haiti and the United States.



SALVAGE RECORD

Two Royal Navy ships have carried out what is claimed to be the world's deepest salvage operation by lifting a helicopter which crashed earlier this year at Harstad in northern Norway.

H.M.S. Brereton, a member of the Fishery Protection Squadron based at Port Edgar, used her mine-hunting sonar to locate the crashed aircraft and then manoeuvre H.M.S. Reclaim, the Navy's deep diving trials ship, over their contact.

The plane was found in over 350ft. of icy water and the recovery divers had to breathe a special mixture of helium and oxygen. After much hard work the helicopter was brought to the surface but because of decay to the fuselage it broke up when the final attempt at lifting clear of the water was made.

The interesting exercise helped develop new mine-hunting and salvage methods at such depths and temperatures.

Now the Brereton is interested to find out whether she holds a record for the most northerly operation by a Ton Class mine counter-measures vessel.

'Flying heroes' win awards

Naval airmen involved in the helicopter rescue of seven people from mountainous seas off the Devon coast earlier this year are among a number of sailors who have received bravery awards.

Engraved tankards have been presented by the Shipwrecked Fishermen and Mariners Royal Benevolent Society to all the men who took part in the rescue operation carried out by Royal Navy and Federal German Sea King helicopters in January.

When a Danish coaster foundered south of Plymouth in atrocious weather conditions 23 aircrew flying in five Culdrose-based Sea Kings plucked the seven survivors and five bodies from mountainous seas in what has been described as "one of the most incredible rescue missions ever carried out."

The Society recognizes by its awards "the very high degree of courage, fortitude and perseverance shown by all the men involved, in the face of extremely unpleasant and dangerous conditions."

Newspapers called the men "the West's flying heroes."

One of Cdr. E. G. Verge's last jobs as R.N. trials commander at R.A.E. Aberporth was to present AB Geoffrey Fowler with the Royal Humane Society's Bronze Medal and Certificate

for rescuing an elderly Chinese survivor from the wreck of a Taiwanese trawler in the Indian Ocean in October, 1972.

The rescue, carried out during an operation mounted by H.M.S. Lynx, was made in the knowledge that there were sharks in the area.

TESTIMONIALS

Royal Humane Society Testimonials on Parchment have gone to MEM Stephen Hawkesby, of H.M.S. Dolphin, and Sub-Lieut. Peter Maxwell, who saved a man from drowning in Portsmouth Harbour in November last year.

PO Ronald Riches, of H.M.S. Grenville, has been awarded the Society's Resuscitation Certificate for his part in the same incident. MEM Hawkesby and Lieut. Maxwell have also been awarded commendations by the C-in-C. Naval Home Command (Admiral Sir Andrew Lewis).

Friday June 7 was a proud day for CEMN Stephen Rungay (21). At H.M.S. Collingwood he received the Royal Humane Society Award from the Earl of Malmesbury, Lord Lieutenant of Hampshire, for the part he played in rescuing a young woman from the sea, and resuscitating her, at Brighton last August.

THE RESCUERS



Fourteen of the Culdrose-based Sea King aircrew who on June 17 received engraved silver tankards from the Shipwrecked Fishermen and Mariners Benevolent Society.

With Mrs. Valerie Sharpe, widow of LS Brian Sharpe, who took part in the operation, are Lieut.-Cdr. D. A. Blythe, Lieut. H. F. Hatton, Lieut. G. K. Flemmons, Lieut. K. G. Lamprey,

Lieut. P. A. Shaw and Lieut. D. J. Keaney (all 706 Squadron); Lieut. R. W. Ellis, Lieut. A. J. Tremelling, Lieut. R. A. Winchcombe (ex-824 Sqn), Kapitänleutnant O. Reiners, Kapitänleutnant O. F. Smogrovics, Oberleutnant zur See M. Kopp (all Royal Naval Foreign Training Unit); Lieut. V. W. Ratcliffe (824 Sqn); Lieut. N. A. Crocker (Endurance Flight, ex-

R.N.F.T.U.).

Six who received their tankards at a ceremony on June 6 were Lieut.-Cdr. D. Mallock (Commanding Officer R.N.F.T.U.), Lieut. A. Baker R.A.N. (824 Sqn), PO D. Fowles (824), PO D. Jackson (706) and Aircrewman A. Williams (824).

Petty Officer John Onkey of Sea-view Court, Gosport, was pleased enough to get home to his wife Janet, a P.O. with the Wrens serving at H.M.S. Dryad, and on the jetty was a new Hillman Avenger GL — his first prize in H.M.S. Bacchante's Grand Draw, held while the frigate was away in the West Indies.

Who benefited most? The Spina Bifida and Hydrocephalus Association, to whom the Bacchante presented a cheque for £1,000, the remaining proceeds of the draw.

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R.N. Force calls 'Down Under' before big exercise



"Take me home captain, please": A welcome visitor on board H.M.S. Danae in Sydney, Jackie Lidgard-Brown, of Brighouse, Yorks, pleads with Capt. Michael Tudor-Craig to take her back to Britain on board the frigate — she can't wait to get home for some real fish and chips.

Despite the Navy's eye for a pretty girl, her light-hearted pleas went unheeded in the ship, which had a heavy exercise programme to fulfil before getting back to the U.K. in October.

An ex-member of the Royal Ballet, Jackie, knows the seafaring world well as she has just finished a contract as a hostess on board a Russian cruise liner operating out of Sydney. "It was good fun, but, oh the food," she said. "It just wasn't like the real thing at home."

In the Danae she received the traditional pink gin before leaving to think of another way to get home

Earlier another occasion for drinks in the Danae was in celebration of the granting of the Freedom of the Borough of Chesterfield. The health of the people of the borough was drunk in beer which had been donated from the town, as was the magnificent Chesterfield Challenge Cup.

The Danae was on her way to the Far East when she was granted the Freedom, and the beer was especially welcome gift in a hot and sticky Singapore.

When the ship visited New Plymouth, New Zealand, the commanding officer passed on the best wishes of the Lord Mayor and people of Plymouth.

At a lunch on board, a feature was a pudding made by PO Cook Avery in the likeness of the 8,000ft. Mount Egmont, which dominates the town. Credit also goes to L. Sid Williams who successfully served the creation around the table despite the hazard of liqueur flames issuing from the crater!

AUSSIE WEL WET BUT W



In formation before arrival at Sydney, the 7th Frigate Squadron, the left, H.M. ships Danae, Londonderry, Scylla, Argonaut and Ariadne.

One for the family album



Having left the United Kingdom in January gales, ships of the current Group deployment are now more than half-way through their 10-month absence from U.K. shores.

With visits to South and East Africa, the Gulf, Singapore, Hong Kong, Indonesia and New Zealand behind them, the ships arrived at the end of May in Sydney, where the Australians did all they could to make them feel at home . . . it rained for 70 per cent. of the visit!

The squadron, led by the Flag Officer Second Flotilla (Rear Admiral R. P. Clayton) in H.M.S. Fife, arrived from New Zealand after a very stormy passage. The other ships of the squadron were H.M. ships Scylla, Danae, Ariadne, Argonaut and Londonderry, and they were accompanied by RFA's Tidespring, Tarbatness and Derwentdale for a week's visit to the Royal Australian Naval Base at Garden Island, Sydney — within a stone's throw of the famous Harbour Bridge and Opera House.

Opportunities were taken by the visitors to get "up country" to see relatives and friends, many of whom had emigrated to Australia years ago. For AB Terence Cresdee, of the Ariadne, it was almost like going home. He left Aberdeen when he was 17 to emigrate to Australia and lived there until he was 22. During his stay he was called up at 20 and served as an Army gunner in Vietnam. Now living back in Aberdeen and serving with the Royal Navy, he spent a busy time "down under" visiting old friends — and relaxing with a spot of fishing over the ship's side.

Each ship was paired up with an "Aussie

chummy ship," who did all they could to make the Brits, at home.

Parties of schoolchildren toured the ships, including a group of deaf and blind children who wasted no time in being led round, their fingers doing the "looking" as they felt their way over every item of equipment — from a 4.5 gun to a sailor's beard. The looks on their faces told how well they had enjoyed their day out, and the "feel" of a Royal Navy ship obviously brought much joy into their dark lives.

When the ships' companies heard about Lynn Michael, a paraplegic girl in the R.A.N. dockyard who is trying to get to England to swim for Australia in the Paraplegic Olym-

pics, they rapidly joined (Fife) in a "Walkathon" in the rain to raise money in the rain to raise money U.K. In all, about £1250 was raised for her on her way.

While some walked for the television screens, others organized an all-night allcomers, when viewers appreciated the act donate "a suitable sum".

One of the Fife's pop comprising Leading Stewards, Jim Greenhill, were invited to play on the piano for less than £1,740 for the

Alongside that famous bridge in Sydney two sailors from H.M.S. Danae pose for a picture, being taken by a shipmate. The subjects are NAM Stephen Woolgar and MEM Michael Hall, while MEM Gary de Jonge is the cameraman.

The Opera House provided a splendid backdrop for H.M.S. Argonaut when she arrived for a week in Sydney before sailing for Exercise Kangaroo in the Coral Sea.

Earlier, in New Zealand, a dazzling team of Maori dancers greeted the Argonaut when the ship visited Whangarei. After formally presenting the Maori challenge to the commanding officer (Cdr C. F. Seal), the dancers went on board and gave an impromptu performance to welcome the ship. Later a member of the ship's company joined the front rank and performed himself.

In New Zealand a team of ratings, led by Sub-Lieut Philip Pond,

'OPERATIC' ARGONAUT

undertook a week's expedition overland from Wellington to Whangarei to rejoin the ship.

The ships of the R.N. force found great hospitality in Wellington and other places visited in New Zealand.

Visits made were: Fife — Wellington and Auckland; Scylla — Lyttelton and Gisborne; Argonaut — Wellington and Whangarei; Ariadne — Lyttelton and Napier; Danae — Picton and New Plymouth; and Londonderry — Wellington and Tauranga.

SPLENDID



COME ARM

Young visitors inspect the guided missile destroyer H.M.S. Rife, pictured at Sydney and dressed overall, like the two frigates alongside her, H.M.S. Scylla (centre) and H.M.S. Argonaut.



Argonaut and
Scylla

POGI John Hearne around the dockyard for her flight to the... was raised to help... charity, others hit... local TV station... talent contest" for... had to express their... by phoning in to... for charity... groups, Magnum... towards Chris Bur... Rick Sherwood... show and raised no... crippled children of

Australia. The whole show brought in £72,500!

After seven days of sporting and socialising in Sydney, it all had to end — again in the rain — when eight ships of the R.N. force joined up with no fewer than 30 ships from Australia, New Zealand and the U.S.A. for Exercise Kangaroo, one of the largest exercises to be held off Australia for many years and involving 121 aircraft and 15,000 men.

As the ships sailed from the Australian naval base into storm-force gales, the comment from a group of Aussie girls on the jetty to wave them off was, "They've got something, these Pommies!" Perhaps they have...

SETTING



Upside-down world

It's an upside down world for the Royal Navy in Australia.

Convinced that Australians walk on their heads, MEM David Mullinder, of H.M.S. Argonaut, practises his theory of "when in Aussie, do as the Aussies." Any why not, when a pretty model like ex-Australian Naval Radio Operator Robyn Lea is on hand to help a chap along.



Faces behind the voices

Do you hear me Australia... this is G3LIK. Chief Radio Supervisor Mike Puttick, of H.M.S. Scylla, whose hobby is also radio — he has his own portable radio transmitter in the left of his Cowplain home — met up with some of the faces behind the voices when his ship visited Australia.

With him in the picture below right are Sydney radio hams (better known to their friends by their call-signs than their names). They are, left to right, Ken Ryman (VK2LV), Arthur Edwards (VK3AMM/2), Peter Nalish (VK2BPN), Gordon Bracewell (VK2IN) and Les Bennett (VK2ALH).

The Scylla reports on the unusually scenic route taken on the way from Singapore to Australia, with sights ranging from the volcanic island of Bali to the final leg through the islands of the Great Barrier Reef off the Queensland coast.

When the ship anchored off one of them, Dunk Island, the Gemini crew of Leading Seamen Chris Tooley and Vincent Bedford, and Aircrewman Kevin Best, became the first people to sign the visitors' book at a new holiday camp, which was so new that it consisted of only two bulldozers and the book!

The people of Townsville provided a great welcome and sailors were featured on local television and radio. OS "Shaky George" Forrester, one of the Scylla's regular disc jockeys, compering a 40-minute radio programme.



Sharing a brolly are Fleet P.R. Staff members Mike Critchley, right, and CPO(Phot) Russ Whalley, who went to Sydney to visit the R.N. ships... and bought plastic mugs at Woolworths. They provided words and pictures for this feature.



NEW ON THE BOOKSHELF

Buns for a widow's son . . .

The Royal Navy had a link this year with the unusual story told about "The Widow's Son," an East End pub in Devons Road, Bow, London.



It is said that a young fellow departing for the sea asked his mother to save him a hot cross bun. The boy never returned, but a bun was faithfully kept each year. When the old lady's cottage was pulled down, and the pub put in its place, the pile of stale buns was hung above the bar.

The tradition held and in later years, when a hot cross bun was added every Good Friday, the area was searched for a sailor to "do the honours" and to partake of the inn's hospitality.

This year the sailor who was persuaded into the historic remembrance, albeit rather shyly, was RO Brian Sears, who was born in Poplar 20 years ago.

Balancing on beer crates and keeping a firm grip on a pint, Bryan — a member of the ship's company of H.M.S. Dido — pinned up a fresh bun, said to be at least the 150th. He was helped by Mrs. Winifred Day, wife of the proprietor, who is fighting to save the pub, and the blackened mass of buns, from destruction by G.L.C. road builders.

The tale of "The Widow's Son" is one of hundreds told in "Stories of Inns and Their Signs," by Eric Delderfield, published by David and Charles (price £3.25).



1667 — AS SEEN BY SAMUEL PEPYS

For student of history or ordinary reader, the fascination remains in the continuing story of Samuel Pepys. Volume VIII of "The Diary of Samuel Pepys," now published by G. Bell and Sons (price £6) covers the year 1667, and records the fall of the most powerful figure in Restoration politics, Edward Hyde, first Earl of Clarendon.

Clarendon, widely detested after the sale of Dunkirk and made the scapegoat for the Medway invasion by the Dutch, had become a dangerous liability to his king — and thus defenceless against the attacks of numerous enemies at court.

Pepys was shocked by the whole business, and refers to a conversation with the surgeon, Mr. Pierce, "who tells me how this business of my Lord Chancellor was certainly designed in my Lady Castlemain's chamber."

Lady Castlemain is said to have dashed from her bedroom in her nightgown to look into Whitehall Garden, watching Lord Clarendon's departure from the King, and "joying herself at the old man's going away."

Under threat of impeachment, Clarendon fled to France, where

at Rouen he died — 300 years ago this year.

The volumes have been everywhere recognized for the scholarly work of editors Robert Latham and William Matthews in presenting this new and complete edition of the Diary.

DIARY OF DELIGHT

In the company of great events, and men of letters, it seems undignified and schoolboyish to dally over the peccadilloes of our Samuel, but this is the huge delight of the Diary — switching almost in the same line from high affairs of state to lovemaking with Doll Lane, after dallying earlier in the day with Mrs. Bagwell.

The ladies were obviously flattered by the attentions of Mr. Pepys. Rebuffs were usually a matter of timing. He had a lot of fun.

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JUST PART OF BUSY WHIRL AT CULDROSE

Where Mr. Wilson goes, Paddy goes, too! The Prime Minister and his dog were flown from RNAS Culdrose in a Sea King helicopter of 826 Squadron for a Whitsun holiday in the Scillies.

Paddy the Labrador, it is reported, lay comfortably at his master's feet for the whole flight and showed not the least concern.

The Prime Minister made a quick unscheduled return to Culdrose the next day when he interrupted his holiday to hold urgent talks there with Mr. Merlyn Rees, the Secretary for Northern Ireland.

This time, on what was a busy week-end for Culdrose helicopters, a Sea King from 824 Squadron made a double crossing to St Mary's with Mr. Wilson.

Scrambled

Within minutes of returning to the mainland 824 Squadron were again in action to join a fruitless 41-hour search for a yacht reported to be sinking about 15 miles south of the Eddystone Light. Other Sea Kings from the RFA Engadine took part and altogether 19 ships were involved.

Earlier in the day a Whirlwind of Station Flight was scrambled to go to the aid of a diver in trouble on Mullion Island. He was flown to a decompression chamber at H.M.S. Drake.

The next day an 824 Squadron Sea King transferred a man suffering from suspected appendicitis from the oil-drilling ship Havdrill off Cornwall to Penzance Hospital.

Before re-embarking in HMS Tiger, 826 Squadron had a variety of unusual jobs, including the detachment to Prestwick for eight days to ferry work-up teams between Faslane and submarines in the Clyde area.

●The P.M. and
Paddy off to
the Scillies

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RN

Soviet sub in the Straits

U.S. welcome for Cachalot

The Porpoise class submarine Cachalot, visiting New London, Connecticut, renewed ties with the U.S. Submarine Base after an interval of 14 years.

The Cachalot arrived on April 25 as the first port of call in a three-month deployment from the Second Submarine Squadron at Devonport, and was entertained with true American hospitality until April 30, when she sailed for exercises off the eastern seaboard en route for Bermuda.

Sports results at New London were somewhat topsy-turvy, with a 10-0 defeat by the U.S. Coastguard Academy soccer team, and a 13-12 win against the U.S.S. Archerfish at baseball.

H.M.S. Cachalot is affiliated to Weston-super-Mare Sea Cadet Unit, and two cadets — Beachum and Hilliers — took passage from Devonport to New London. They became very useful hands, and took part in activities on board, with the submarine both surfaced and dived.



Two Russian nuclear-powered submarines were photographed passing through the Singapore Straits on their way to join the Soviet Pacific Fleet. This one is a Victor-class torpedo firer, while the other was a Charlie-class cruise missile boat.

They appeared on several occasions in the Gulf of Aden area earlier this year and are believed to be the first of either of these modern classes to deploy to Russia's Pacific Fleet.

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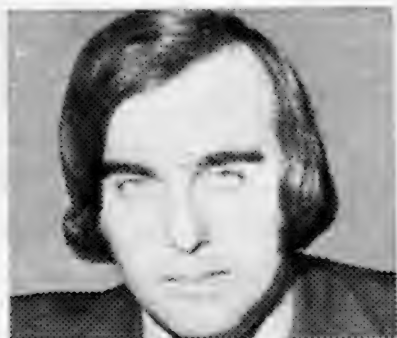
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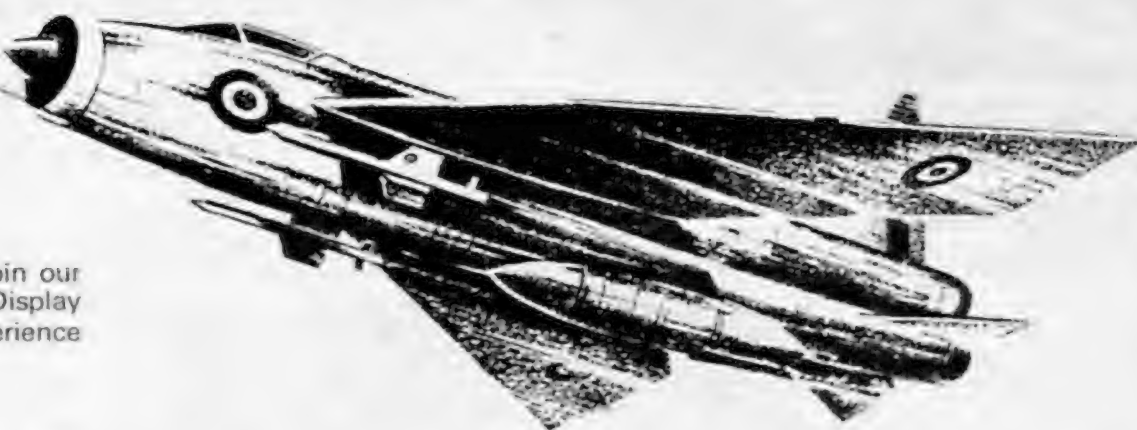
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DIARY PAGE

With Old Moore's crystal ball . . .

When the Patrol submarine H.M.S. Oracle recommissioned at Gosport, after a refit in Portsmouth Dockyard, she received an unusual gift from another well-known oracle — Old Moore, of Almanack fame.

Foulshams, publishers of Old Moore's Almanack, presented the boat with a crystal ball on an engraved stand, presumably to augment her range of sophisticated electronic equipment.

Navy News understands that the Oracle's commanding officer (Lieut.-Cdr. Peter Bryan) is pinning no hopes on using the crystal ball to help him run his boat, but it's likely that other submarine COs will be watching to see if he gets any advanced information in future!

W. Foulsham & Co., Ltd., have provided the boat with other much-appreciated gifts, including cricket equipment, coffee percolator, toaster and magazine subscriptions.

Guest of honour at the ceremony at H.M.S. Dolphin was the widow of Admiral Sir Charles Lambe, a former First Sea Lord. Lady Lambe named the Oracle at the launching ceremony in 1961.

Front row seats were reserved for the headmaster and three pupils of a comprehensive school at Stockton-on-Tees,

which "adopted" the Oracle last year, and also produced the boat's splendid commissioning cake.

The Oracle's programme for the immediate future? Her crystal ball merely shows a work-up visit to the Submarine Sea Training organization in the Clyde, before she returns to Gosport to join the 1st Submarine Squadron.



The crystal-gazing babies are Kirstie Rose (left) and Elisabeth Dymond, whose fathers — RS Terry Rose and CEM Paul Dymond — are obviously hoping their daughters will see a bright future for their boat, H.M.S. Oracle.

ORACLE LOOKS TO THE FUTURE

Brian is their darling!

The staff and pupils of the James A. Whitaker School, Buena Park, California, have a high regard for Lieut. the Prince of Wales, heir to the British throne, but they also have another hero in H.M.S. Jupiter.

A SIGNAL SUCCESS

The return to her home base, H.M.S. Graham (Glasgow), of the first R.N.R. Wren to pass out as a navigator's yeoman was marked by a special signal from the Admiral Commanding Reserves — "At H.M.S. Dryad. To the R.N.R. their first daughter, a W.R.N.R. navigator's yeoman, Davdina McKinnell, Clyde. Grateful thanks to H.M.S. Dryad for a successful delivery."

He is 17-year-old Ordinary Seaman Brian Ferguson, of Edinburgh, who was described by the school's headmistress as "an outstanding ambassador of goodwill."

Three female teachers visited the Jupiter in San Diego, and Brian and some of his shipmates paid a return visit to their school, linked with a trip to Disneyland.

It seems that Brian's short stay was appreciated by teachers and pupils alike. "Seaman Ferguson's visitation certainly was a highlight of the year for our school community," said the headmistress, Mrs. Jean Kelsey, in a letter to the Jupiter's commanding officer, Cdr John Gunning.

Wren Denise rallies round



Teams of young Wrens from H.M.S. Raleigh, the R.N. new-entry training establishment at Torpoint, Cornwall, have successfully completed in the Ten Tors Hike across rugged Dartmoor eight times in the past nine years.

Last year the girls of the Raleigh ship's company, in company with many other hikers, were forced to retire in atrocious weather. But this year's team nearly didn't start at all.

After training since February with Second Officer Diane Cook, a personnel selection officer at Raleigh, the girls — whose average age is under 19 — were raring to go.

Then Wren Denise Young went sick. As there had to be six in the team to qualify for the competition it looked as though the Raleigh Wrens would fail to turn out for their tenth Ten Tors, but Denise (pictured above) recovered just in time and bravely took part, enabling the team to win their certificates.

The five girls pictured with Second Officer Cook are (from the left): Wrens Christine Hackett, Jean Wright, Gillian Hurley, Pauline Dickinson and Elaine Bearman.

CHANGE OF SCENE

As part of the exchange programme between the Royal Navy and U.S. Navy, Lieut. J. Band, R.N., has taken over as assistant operations officer in the guided missile frigate U.S.S. Belknap. His one-year tour will take him on a four-month cruise of South America and to a number of East Coast American ports.

Lieut. Paul Canter, R.N., who is ending a two-year tour as navigator and evaluator in the guided missile destroyer U.S.S. Mitscher, has travelled extensively with the ship in the Mediterranean and Caribbean, and during leave has visited more than 20 states across America.

HUGH'S HOUR OF GLORY

There was a bottle of champagne waiting for Petty Officer Aircrewman Hugh Yeoman when he completed 2,000 hours in the air in Wessex helicopters — a rare achievement.

And waiting to serve the bubbly was Capt. David Hallifax, commanding officer of the guided missile destroyer H.M.S. Flite, which was in Far Eastern waters when Hugh logged his 2,000th hour.

Let there be light

One of H.M.S. Amazon's links with the past is a silver salver, presented at the commissioning of the new ship by veterans of the eighth ship of the name, the 1926-48 destroyer.

For the ceremony, which was attended at Southampton by Princess Anne, invitations had gone to the old Amazonians who were traced through a mention in Navy News.

About 16 attended, many having travelled long distances, and their silver gift was handed over to the commanding officer, Capt. W. J. Bingham, by Vice-Admiral Sir Hilary Biggs, former first lieutenant and later captain of the old destroyer.

Laughs at the Amazonians' "reunion" inevitably included reference to the Coronation Review, when the ship's share of the fireworks were set off prematurely (the first lieutenant seemed to remember it well!).

However, nobody apparently regarded it as an accident at the time, but assumed that the Amazon had given the signal, which led to the famous and very alcoholic broadcast, "The Fleet's lit up."

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'SWEDE' MELODY



Exmouth uses a new jetty up North

While undergoing cold weather trials in the Arctic, H.M.S. Exmouth berthed at the new NATO jetty in Alta fjord, North Norway, becoming first ship to use the jetty. She had previously carried out trials in the area in 1969.

Much was learned about the operation of gas turbines in icing conditions, so assisting future marine gas turbine development.

The Exmouth called at Tromsø and Hammerfest, where some members of the ship's company were invested as members of the Royal and Ancient Society of

Polar Bears — a society founded for preservation of the bears.

While on passage to Alta fjord, the frigate patrolled the Malangen Bank, a prime fishing area off the Norwegian coast.

Later she returned to Portland to continue her sea training role.

The ship's band of H.M.S. Blake gave displays on the jetty when the helicopter cruiser and the frigate H.M.S. Llandaff visited Gothenburg, Sweden. Earlier the ships themselves had been given a musical reception from the jetty when they arrived in company.

The visit proved highly popular, the Swedish people going out of their way to make everyone feel welcome.

During the visit a tug of war and deck hockey match were arranged between the ships, the Llandaff winning convincingly. In revenge the Blake men turned the flight deck hoses on to the Llandaff victors as a parting gift!

When the cruiser was open to visitors on the Saturday and Sunday afternoon more than 2,000 people went on board.

Later the Blake and H.M.S. Lowestoft visited Wilhelmshaven. On arrival there was a wreath-laying ceremony, in conjunction with the Federal German Navy, in commemoration of the Battle of Jutland. The wreath for the British ships was laid by the commanding officers — Capt. P. G. M. Herbert (Blake) and Cdr. P. G. V. Dingemans (Lowestoft).

Host ship for the visit was the German destroyer Hessen. The Blake received more than 10,000 visitors when she was open to the public.

Photo: LA Mike Beards

'Atomised' Diomedé

H.M.S. Diomedé sailed for sea trials from Chatham after a refit in which she became the first Royal Navy ship to have her boiler installation converted to "steam atomisation."

As a result, fuel and steam are injected into the furnace burners simultaneously, the steam breaking up the fuel into a fine spray to ensure complete combustion.

Better control of boiler output, improved overall efficiency and reduction in furnace maintenance and manual work are other aims of "steam atomisation."

It is planned that all Leander-class frigates will eventually be converted in this way.

12,000 miles for NATO Channel Force

In its first 12 months NATO's mine countermeasures force, the Standing Naval Force Channel, has steamed some 12,000 miles and given NATO experience to 55 officers and 540 ratings from four countries.

They are entitled to wear the uniform badge of the force, which has visited 22 ports in nine countries to take part in exercises and show the unity and common purpose of the alliance.

Ships with the force are the B.N.S. Breydel, the flagship, of Belgium; H.M.S. Hubberston, commanded by Lieut M. J. Har-

wood; H.M.N.L.S. Hoogezand, of the Netherlands; and F.G.S. Konstanz, of West Germany.

The Hubberston is the second British minehunter to serve with the force. She took over from H.M.S. Bossington, now part of the Royal Navy's task group helping clear the Suez Canal.

Prince Bernhard of the Netherlands, Inspector General of the Royal Netherlands Navy, paid an informal visit to the Flag Officer Sea Training (Rear Admiral J. H. F. Eberle) and the Netherlands frigate Van Speyk, working in the Portland area, on June 13 and 14.

IN MEMORIAM

M. P. Rudge, EM(A)1, D130098 RNAS Yeovilton, May 10.
C. M. T. Critch, MEM1, D114420 H.M.S. Ark Royal, May 17.
R. F. Wiltshaw, LS, D099292, H.M.S. Cachalot, May 22.
Lieut-Cdr. H. D. T. Lampen, May 24.
Ar Cdr. A. J. Light, June 3.
Lieut-Cdr. J. P. Moody, June 3.
R. Duggan, RO2(G), D117160, H.M.S. Wellington, June 3.

APPOINTMENTS

Rear-Admiral H. C. Leach, Flag Officer First Flotilla, is promoted vice-admiral from July 6.

During the Second World War he saw service in the South Atlantic and Indian Ocean and from 1943-45 served in the battleship H.M.S. Duke of York, the Home Fleet flagship for the Scharnhorst action.

In 1947 he specialised in gunnery and later commanded the destroyer H.M.S. Dunkirk. Between 1965-67 he commanded H.M.S. Galatea, eventually as Captain (Destroyers) Mediterranean. Following an appointment in command of H.M.S. Albion, he became Assistant Chief of Naval Staff (Policy) in 1971.

The Rev. F. J. Walmsley is to be promoted Principal Roman Catholic Chaplain in succession to the Rt. Rev. Monsignor T. H. McDonagh on January 1, 1975. The Rev. Walmsley is serving at Royal Naval Hospital, Haslar, with duties also at H.M.S. Dolphin, Daedalus and Sultan.

Other appointments recently announced include:
Capt. A. R. Maxwell, Director of Guided Weapons Trials, November 22 (To serve as commander).

Capt. P. B. Hogg, Director of Naval Recruiting, November 11.
Capt. M. S. Drewett, CSO(Tech) to FOST and Capt of Portland Naval Base, November 14.
Capt. D. R. Relfell, Hermes in command, November, 1974.
Capt. I. R. Bowden, Norfolk in command, November, 1974.
Cdr. G. Jacques, Revenge (Port) in command, January 6.
Cdr. J. F. Coward, Valiant March 18 and in command.
Cdr. A. M. Norman, Mahawk, December 17 and in command.
Cdr. N. I. C. Kettlewell, Rhyll December 11 and in command.

Cdr. G. A. Plummer, Falmouth March 17 and in command.
Cdr. R. G. Sharpe, Contragants December 30 and in command.
Cdr. N. B. Shacklock, Repulse (Starboard) in command, September 30.
Cdr. D. G. Halliday, QHM and RNO Penbroke Dock, February 7.

Lieut-Cdr. P. McLaren, Nurtun in command, September 3. Commander Standing Naval Force Channel November 14.
Lieut-Cdr. B. W. Miller, Enterprise in command, July 26.
Lieut-Cdr. R. Perry, Brereton December 2 and in command.
Lieut. H. C. Bates, Rooke September 3 and for Brington in command. Brington in command on commissioning for trials and service.

Capt. Keith Leppard, at present a member of the Royal Naval Reserve Review Board, becomes Director of Public Relations of the Royal Navy on September 27.

After joining the Royal Navy as a naval airman in 1943 and training as a pilot, he took part in operations with the Home Fleet, making shipping strikes in Norwegian waters, and later with the East Indies Fleet.

Between 1946-54 he served on operational squadrons and on flying instructional duties and in 1957 became senior pilot with 897 Squadron, taking part in the Suez operation from H.M.S. Eagle. Subsequently he commanded 807 Squadron and was leader of the R.N. aerobatic team in the 1959 Farnborough display.

Later appointments have included Commander (Air) in H.M.S. Victorious, Chief Staff Officer (Air) to FONAC and Chief Staff Officer (Operations and Training) to the Commander Far East Fleet. From 1972 until earlier this year he commanded R.N. air station Yeovilton.

New P.R. Director



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secretary of King George's Fund for Sailors, and Mrs. Joyce Wilcock, a member of the Fund's Harrogate Committee, raised £15 for KGFS.

BRANCH NEWS

Chepstow

A cannon from the frigate H.M.S. Foudroyant is to be handed over on Saturday, July 13, for display in the grounds of Caldecott Castle, Newport.

The cannon was originally purchased by the late Cdr. Cobb, who once owned the castle. The presentation ceremony — organized by the Chepstow branch (hon. secretary Shipmate W. Morley) — will raise funds for the Foudroyant Trust which administers the training ship in Portsmouth Harbour.

Included on the programme are displays by the Royal Marine Band of the Flag Officer Naval Air Command, and the R.M. motor-cycle team. Also on view to the public will be the Sea King helicopter which is to deliver the cannon to the castle.

Cromer

Members were pleased to learn that their president, Rear-Admiral P. F. Powlett, had been appointed a Deputy Lieutenant of Norfolk.

Bletchley helps R.N.L.I.



A lifeboat collecting box on the bar counter of the Bletchley R.N.A. clubhouse serves as a constant reminder of the valuable service given by the lifeboatmen.

The Bletchley shipmates' response to the call for financial assistance amounted in the past 12 months to £80, and a cheque for that amount was presented to the coxswain of the Harwich lifeboat (Mr. Peter Burwood) by

Shipmate Fletcher. Miss Jackie Nash presented a bouquet to Mr. Burwood's wife.

Members turned out in force for the event and the evening's raffle produced £14 for the same worthy cause. The occasion was one of the last major events in Bletchley's old clubhouse before work begins on the new premises, likely to cost about £50,000.

Picture: Bletchley Gazette

Denton

An article in a local paper has brought to light a wartime link between Denton and the Flower-class corvette H.M.S. Narcissus. Members of the branch are anxious to contact anyone who served in the ship during the Second World War, with a view to inviting them to the R.N.A. dance on October 12.

Renewing the old association

between Denton and the crew of the Narcissus might, it is hoped, also lead to an annual reunion. The man to contact is Shipmate J. Beard (secretary), 11, Kendon Grove, Denton, Lancs.

East London (S.A.)

Shipmate H. A. Barnes, secretary, reports that after a period in slack water the branch is now again on the move. Members are looking forward to moving into their headquarters in the Power Boat Club, on the Buffalo River.

It is hoped that this facility will help to strengthen their ranks. It will certainly give them a place, at last, in which to display the many ships' badges and flags kindly donated by visitors.

To those shipmates who have passed through the port, Shipmate Barnes says: "Please drop us a line. We would sincerely like to hear from you, and it would mean a lot to us all."

The branch can be contacted through PO Box 1365, East London 5200, Cape Province, Republic of South Africa.

White Ensign in Exeter

Ex-Servicemen and women in Exeter have started a White Ensign Club and after only three meetings the membership has increased from 16 to more than 50.

Meetings are held on the last Thursday of each month at the Three Horseshoes, Cowley. Anyone in the area will be welcomed. The hon. secretary is Mr. L. Humbleton, Higher Hoopern Lane, Exeter, Higher Hoopern Lane, Exeter, Telephone Exeter 73263.

No. 8 AREA
3rd Annual Standard Bearers' Competition
Town Hall, West Bromwich
Sunday, October 6th, 1974
OPEN AREA & NOVICE EVENTS
Parade and March Past on completion.
Spectators welcome.
Butter and Bar
Details: G. C. Perkins, Ashwood Lodge, Holton, Warwick. Tel. Haseley Knob 296



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After the introductory talk and a demonstration by a police driver, the shipmates were let loose on the skid pan to test their own driving skills.

They also saw a film about the work of the Metropolitan Police mobile forces and at the end of an enjoyable visit the branch secretary, Shipmate C. R. Wilson, presented Inspector Parker with an R.N.A. car badge, as a token of thanks.

secretary of King George's Fund for Sailors, and Mrs. Joyce Wilcock, a member of the Fund's Harrogate Committee, raised £15 for KGFS.

BRANCH NEWS

Chepstow

A cannon from the frigate H.M.S. Foudroyant is to be handed over on Saturday, July 13, for display in the grounds of Caldecott Castle, Newport.

The cannon was originally purchased by the late Cdr. Cobb, who once owned the castle. The presentation ceremony — organized by the Chepstow branch (hon. secretary Shipmate W. Morley) — will raise funds for the Foudroyant Trust which administers the training ship in Portsmouth Harbour.

Included on the programme are displays by the Royal Marine Band of the Flag Officer Naval Air Command, and the R.M. motor-cycle team. Also on view to the public will be the Sea King helicopter which is to deliver the cannon to the castle.

Cromer

Members were pleased to learn that their president, Rear-Admiral P. F. Powlett, had been appointed a Deputy Lieutenant of Norfolk.

Bletchley helps R.N.L.I.



A lifeboat collecting box on the bar counter of the Bletchley R.N.A. clubhouse serves as a constant reminder of the valuable service given by the lifeboatmen.

The Bletchley shipmates' response to the call for financial assistance amounted in the past 12 months to £80, and a cheque for that amount was presented to the coxswain of the Harwich lifeboat (Mr. Peter Burwood) by

Shipmate Fletcher. Miss Jackie Nash presented a bouquet to Mr. Burwood's wife.

Members turned out in force for the event and the evening's raffle produced £14 for the same worthy cause. The occasion was one of the last major events in Bletchley's old clubhouse before work begins on the new premises, likely to cost about £50,000.

Picture: Bletchley Gazette

Denton

An article in a local paper has brought to light a wartime link between Denton and the Flower-class corvette H.M.S. Narcissus. Members of the branch are anxious to contact anyone who served in the ship during the Second World War, with a view to inviting them to the R.N.A. dance on October 12.

Renewing the old association

between Denton and the crew of the Narcissus might, it is hoped, also lead to an annual reunion. The man to contact is Shipmate J. Beard (secretary), 11, Kendon Grove, Denton, Lancs.

East London (S.A.)

Shipmate H. A. Barnes, secretary, reports that after a period in slack water the branch is now again on the move. Members are looking forward to moving into their headquarters in the Power Boat Club, on the Buffalo River.

It is hoped that this facility will help to strengthen their ranks. It will certainly give them a place, at last, in which to display the many ships' badges and flags kindly donated by visitors.

To those shipmates who have passed through the port, Shipmate Barnes says: "Please drop us a line. We would sincerely like to hear from you, and it would mean a lot to us all."

The branch can be contacted through PO Box 1365, East London 5200, Cape Province, Republic of South Africa.

White Ensign in Exeter

Ex-Servicemen and women in Exeter have started a White Ensign Club and after only three meetings the membership has increased from 16 to more than 50.

Meetings are held on the last Thursday of each month at the Three Horseshoes, Cowley. Anyone in the area will be welcomed. The hon. secretary is Mr. L. Humbleton, Higher Hoopern Lane, Exeter, Higher Hoopern Lane, Exeter, Telephone Exeter 73263.



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H.M.S. Kent passes under the Golden Gate Bridge, San Francisco.

H.M.S. KENT FLIES THE FLAG IN AMERICA

Officers and ratings from the guided missile destroyer H.M.S. Kent were given a taste of camping, American style, while their ship was at anchor in San Diego harbour.

Their presence at the Lake Morena camping ground, where they used gear loaned by the U.S. Navy, provoked a great deal of interest among residents. One local paper, "The Mountaineer," printed a photograph of the White Ensign flying over American soil, and its staff were obviously fascinated — bewildered, even — by the visitors' customs and language.

"The two men raising the Union Jack are Mr. Nobby from Essex outside London, and Mr. Madin from Scotland. We do not have their first names or rank because we could not understand the interview tape."

Not very informative, maybe, but at least they're honest!

CALIFORNIA HERE WE COME!

EX-REGULARS GET THE JOBS

Presenting the 89th annual report of the Regular Forces Employment Association, the president (General Lord Bourne of Atherstone) said that ex-Regulars continued to be in high demand by employers wherever suitable vacancies were available. After leaving the Service, few remained unemployed for any length of time.

Because of the improvement in the employment situation more men sought their own employment, and registrations with the association fell by seven per cent. compared with 1972. The association placed in employment 80 per cent. of those who registered with it

— the highest figure for some years.

Housing has now emerged as the key problem of resettlement, especially in the South-East. The number of enquiries on housing, some from men with still two or more years to serve, rose considerably.

A three-and-a-half-week assisted maintenance period in San Diego, during H.M.S. Kent's deployment on the West Coast of America, gave the ship's company ample time to get to know the city and to see some of the sights of California.

The liaison team did a grand job in preparing the way for the ship's visit, and from the day of her arrival the Kent was overwhelmed by the residents' hospitality.

EXPEDITIONS

San Diego was found to be a marvellous city, with many places of interest to visit. The zoo, housing 5,000 animals and birds and natural and colourful surroundings, and Sea World, a display centre containing many of the world's sea creatures, were made

more attractive because the Kent's crew enjoyed the cut-price entrance fees available to the American Forces.

The surrounding areas were also full of interest for the ship's company, many of whom visited Disneyland, crossed the border into Mexico — only half-an-hour's drive away — or went on longer expeditions.

Two leading seamen and four ABs from the ship hired a minibus for a five-day tour, covering 1,200 miles and spending two days at the Grand Canyon.

Eight members of the communications department hired similar transport for their trip to Phoenix, the Grand Canyon, and Las Vegas, but the most ambitious expedition was undertaken by eight members of No. 1 CPO's Mess.

They hired a new station wagon and put almost 2,000 miles on the clock in five days, during which they travelled through three states and ventured into Mexico — only to discover that the legendary British Passport is apparently not what it used to be. Only their R.N. Identity Cards and some smooth talking saved members of the party from a longer, unscheduled, stay!

Seven of the chiefs took it in turn to drive the 20ft. long vehicle — it needed to be big to accommodate the eight men, their camp-

ing gear and at least two hundred-weight of tinned food — while the eighth volunteered to be "head cook and bottle washer."

BRIGHT LIGHTS

The team's memorable trip took in visits to the Grand Canyon, Lake Havasu City — the new home of London Bridge; and the bright lights of Las Vegas. Not surprisingly, perhaps, they agreed that those five days were the best of their Service careers.

Four days after leaving San Diego the Kent sailed under the Golden Gate Bridge to berth in the beautiful city of San Francisco. There she played host to members of the Variety Club of

Great Britain, who were attending the annual convention of International Variety Clubs.

Many functions were held, involving the entire ship's company, and the night life certainly lived up to expectations.

Some lucky members of the ship's company were invited by millionaire Mr. David Pleydell Bouverie to use his ranch as a base for their expeditions, and the week spent in San Francisco was generally accepted as an ideal run ashore.

TUG TROUBLE

The Kent's next port of call was Vancouver, Canada, where members of the ship's diving team helped to recover the body of a deckhand from a tug, which sank after capsizing as it helped a freighter to dock.

One of the divers, AB Terry Hardie, was commended by the captain, who thanked the team for their assistance and courage.

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The bridge that Jack built

Members of the small fishing community of Po Toi Island, near Hong Kong, can now cross a river in safety — using the bridge that Jack built. Sailors from the guided missile destroyer H.M.S. Fife built the 44ft. bridge in ten days, to replace one damaged by a typhoon three years ago.

The new wooden structure is important to the villagers, especially the 120 schoolchildren, because it links the main residential area with the school and playground. It was officially opened by the Fife's commanding officer, Capt. J. D. Hallifax, who said: "My men were happy to build the bridge because it is a symbol of friendship."

One of the bridge builders, CPOSA Christopher Jones, said: "The villagers were very good to us. Before we left the island they

gave us a typical Chinese meal, mainly of fish. We drank beer and champagne (provided by the Royal Navy) and there was community singing in Chinese and English."

●Capt. Hallifax is pictured below receiving gaily decorated pennants from the people of Po Toi Island. The three representatives of the Fife's bridge builders are, left to right, IRO Brian Hardy, CPOSA Christopher Jones, and JS Alan Fenwick.



MANADON'S NOR-SKI-PED '74

ADVENTURE ON SKIS

To a group of skiing enthusiasts at the Royal Naval Engineering College, Manadon, "adventurous training" means a trip to the beautiful mountains of Southern Norway to sample the delights and excitement of cross-country skiing.

Lieut.-Cdr. Thomas Bunn — who led an expedition from Manadon last year — returned to the area made famous by the wartime exploits of the "Heroes of Telemark," with Sub-Lieuts. Paul Apps and Bill Smith, who also took part last year.

With them went Mrs. Deborah Bunn, 11 other officers from Manadon, and Mr. James Macrae, who has valuable knowledge of the expd. area, based on Kvitavain, about 2,500ft. above the town of Rjukan.

The first three days were spent acclimatizing and training, with an entertaining afternoon developing ice axe braking techniques.

A 22-kilometre training ski was the curtain-riser for an expedition by six of the more experienced skiers, who ventured into the wilds of the Hardanger Vidda Massif, a vast mountainous area which dominates the central part of Southern Norway.

A long and exhausting climb took the party on to the snow-covered wastes of the Vidda, where progress was slow and difficult in snow made slushy by a fierce sun.

After digging in for the night on Mount Bogafjell the party set out

*
Lieut.-Cdr. Thomas Bunn took this picture of his "Round Gausta Expedition Party," before setting off on a 50-kilometre trek. They are (from the left): Sub-Lieut. Chris Thorpe, Mrs. Deborah Bunn, Mid. Owen Davies, Lieut. Chris Hindle, and Mid. Chris Franklin.

*
in perfect weather and on good snow, climbing Mount Bojaset before the sun became too hot. This climb produced a magnificent panorama of mountains and lakes, and a 900ft. descent gave the best skiing of the expedition.

Blisters, the scourge of the cross-country skier, brought about the end of the challenging excursion.

Two climbers in the party, Lieut. Stewart Fowell and Sub-Lieut. Neil Willatt, did some snow and ice climbing under the guidance of an English mountaineering instructor who works at Kvitavain. They tackled a

600ft. climb up a frozen waterfall and climbed Gaustatoppen (6,180ft.) by a difficult route.

Most members of the party took an easier route up Gausta, and those who made the hard climb on skis were rewarded with an exhilarating descent.

Snow caves

Lieut.-Cdr. Bunn led a group of six on a 50-kilometre tour around Gausta, during which they were forced to climb 700ft. above their skiing tracks to find deep, dry snow in which to build snow caves for the night. Sub-Lieut. Bill Smith led the remainder of the party on a two-day expd. to give everyone a chance to experience snow-holing.

On the final day Sub-Lieut. Apps and Sub-Lieut. Chris Thorpe completed a 50-kilometre trek from Kvitavain to Skinnarbu, a journey regarded by the locals as tough going, with the thaw setting in at the end of the skiing season in the Telemark area.

Other members of the Nor-ski-ped '74 team were: Lieut. Chris Hindle; Sub-Lieuts. John Clark and Mike Bland; Midshipmen Owen Davies, Chris Franklin, Dermot Pilsworth, Jeff Hawkins, and Claire Breton.



MANILA'S WELCOME SURPRISE

A demonstration of dancing by grass-skirted girls of the National Polynesian dance troupe was a welcome surprise for the members of the Hong Kong Squadron during a visit to Manila, in the Philippines.

Many visits, sports fixtures and social events had been organized for the ships' companies of H.M.S. Chichester, H.M.S. Wasperton and H.M.S. Varnton, but the unscheduled dance display proved to be the highlight of the trip.

The performance was arranged by the commanding officer of the President's yacht, which was berthed in the basin used by the Hong Kong Squadron. The dance troupe is sponsored by the Navy to entertain troops in remote areas of the Philippines.

After watching the display, the visiting sailors enthusiastically accepted an invitation to join the dance.

Ships on paper

Ship lovers will be thrilled by a new set of line drawings of small ships (to scale) produced by John Lambert, of 34 Martins Drive, Cheshunt, (Herts).

Those "on the stocks" are H.M.S. Kittiwake (Kingfisher-class coastal sloop), H.M.S. Harrier (Halcyon-class sloop), H.M.S. Bridlington (Bangor-class minesweeper), H.M.S. Fly (Algerine-class M/S), and H.M.S. Wild Goose (Black Swan-class sloop).

The set of five excellent drawings is available from Mr. Lambert at £3, plus 20p for postage and packing.

Mohawk's gift

A communion set purchased with the proceeds of a kit auction on board H.M.S. Mohawk, has been dedicated to the memory of REM1 Brian Allbutt, who was killed on shore leave. His mother, Mrs. E. D. Allbutt, of Redditch (Wores.), presented it to the Rev. John Champion, an ex-R.N. chaplain, to enable sick and bed-ridden parishioners to take communion at home.

"I should like to thank everyone in H.M.S. Mohawk, and Brian's friends who are now in other ships," says Mrs. Allbutt.

TIPNER WORKERS

CPO and Mrs. Hogg, living on the Tipner estate at Portsmouth, started a Sunday school in their home about 14 years ago. It prospered, and with the help of the Royal Sailors' Rests, community activities were organized.

The Navy provided a building as a centre, but now that the families at Tipner have ceased to be naval, the building has been handed over to the Boy Scouts,

with the Royal Sailors' Rests keeping in touch by holding parade services there every third Sunday in the month.

Those who will be remembered for their work at Tipner include Mr. Tom Townsend (for ten years, missionary-in-charge), the late Mrs. Townsend, Mrs. Blackmore, Mrs. Embledon, Mrs. Harris, and Mr. and Mrs. Arnold.

LOOK, NO GUNS!

H.M.S. PENELOPE

H.M.S. Penelope is at sea again, with yet another "new look." With her Seawolf trial equipment removed she looks almost like any other Leander-class frigate, but look again.

She has no 4.5in. gun (or Ikara missile system in its place, like some of her converted sisters); no Seacats; no mortars.

The unarmed Penelope is to continue in her general duties role until later this year when she is due to return to Devonport for the fitting of the first complete Seawolf system, before embarking on firing trials.

As well as a new look, the Penelope has a new captain, Cdr. I. Lachlan, who joined the ship after an appointment in the Ministry of Defence.

On a visit to Cherbourg the ship carried more than 100 former political detainees and prison camp survivors to a memorial service in Alderney, where the ship's guard became

quite accustomed to working alongside their French counterparts.

Sub-Lieutenants' navigation training around the Scottish Islands took the ship to many places rarely visited by H.M. ships, and a number of calls to ports in the U.K. and on the Continent are planned for the near future.

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SPORT 1

AVAILABILITY: GOOD NEWS FOR SELECTORS...

WHEN, WHAT
AND WHERE

JULY

3-13 — Shooting: Services Skill at Arms Meeting (Bisley).
5-6 — Athletics: RN Youth Championships (HMS Ganges); Aquatics: RN Junior Championships (Ganges).
6 — Tennis: RN v United Hospitals (Hospital Ground).
7 — Tennis: RN v Veterans of Great Britain (RNC Greenwich).
8 — Aquatics: Junior Inter-Service Championships (HMS Ganges).
8-9 — Cricket: RN v Notts II (US Portsmouth).
11-12 — Tennis: Inter-Command Championships (Nuffield Club, Portsmouth); Cricket: Combined Services v Pakistan (Aldershot); Sailing: Inter-Command Keel Boat Championships (Seaview).
14-19 — Fencing: Inter-Service Individual Championships (Earls Court).
15-27 — Shooting: National Rifle Association Meeting (Bisley).
17 — Athletics: Inter-Service Championships (RAF Uxbridge).

20-21 — Kayak: RN Sprint and Long Distance Championships (Worcester); Athletics: Inter-Service Decathlon Championships (Crystal Palace).
21 — Cycling: RN and Inter-Service 100 mile TT (Chidham, Kent); Sailing: Inter-Service Team Keel Boats (Seaview); Tennis: RN v All England Club (RNC Greenwich).
26 — Cricket: Combined Services v Young England (Lords).
26-27 — Aquatics: RN Senior Championships (HMS Ganges).
27-28 — Cricket: RN v Oldnurses US Portsmouth; Sailing: Inter-club Team Dinghy Match (Portsmouth).
29-Aug 3 — Tennis: RN Championships (All England Club, Wimbledon).
30-31 — Athletics: RN Decathlon Championships (Victory Stadium).
31 — Cricket: RN v Club Cricket Conference (US Portsmouth).

NOW IT'S DUTY (And that's official)

"Availability" is a word which looms large among Royal Navy sports selectors, with significant variations in decisions on when work must come first.

They will be heartened by a new policy statement which, while retaining the right of individual commanding officers to give the final word, leaves no doubt of the importance attached to

Service participation in top-level sport. "The Admiralty Board," says the announcement, "have been aware for some time of the need for a clearer directive regarding the priority to be accorded to representative sport in the Royal Navy."

Accordingly they have approved an addition to Queen's Regulations stating that selection for the Combined Services, the Royal Navy, or a Command/Area representative team

should be regarded as an integral part of full participation, and is to be given high priority. Permission to participate should only be refused when Service requirements are overriding."

Encouragement

The Board's directive is a major step in removing any suggestion of "favoured sports" when questions of availability have to be decided.

At the same time as amending Article 2959, opportunity has also been taken to include the following:

- A specific directive to senior ratings (Article 1853) enjoining their active encouragement of sport and recreation;
- Adventurous training under the general heading of sport and recreation.

Details can be found in D.C.I. (R.N.) T 328.

Under New Management..

Navy footballers go into training in Portsmouth this month with a new manager and coach — 37-year-old CPO Derek Godwin, who takes over officially as R.N. soccer coach in August from Col.-Sgt. John Ellis.

Godwin, former Navy skipper who was himself coached by Ellis, has for two years coached the successful youth squad, the launching of which was one of Ellis's achievements as soccer organizer.

As well as representing both the Navy and Combined Services, the former for nine seasons, Godwin was an amateur player with Hendon, Woking, and Hampshire County.

In his time as youth coach, five players have actually made the senior side, there have been two successful tours of the North-East, and this year the side won the Inter-Services trophy and runners-up medals in the Hampshire Inter-Association Youth Cup.

His big ambition now: to get Navy football played at higher levels in areas other than Portsmouth, so that it is not just Portsmouth area players, with



CPO Godwin



Col. Sgt. Ellis

stronger competition, who improve.

This has been just about the only unfulfilled ambition of John Ellis, who moves next month to H.M.S. Warrior, Northwood, during his four years' as organizer of Navy soccer and soccer coaching, and manager of Portsmouth R.N.

As well as getting the Youth Association under way, achievements with which he has been closely associated have been

the setting up of the Referees' Society and the R.N. Coaching Association, whose courses are now recognized as among the finest in the country.

Well-respected for his coaching work at colleges and national sporting centres, Ellis is this year for the second year, Director of the England Schoolboys' Coaching Course in Nottingham, and a staff coach on a course for professional, ex-professional, and senior amateur players.

Having staffed F.A. coaching courses regularly, he has been directing, with Godwin as staff coach, the F.A. preliminary coaches' qualifying course at Eastney. The pair helped coach the footballers of the Trinidad and Tobago Defence Force during their visit to H.M.S. Collingwood this year, as a result of which Ellis has been invited to Trinidad for eight days next year.

Ellis's "right-hand man" as soccer coach has been WO2 Jack Freeman, who continues as Godwin's assistant. The R.N. representative trials take place on November 4 and 5.

FLEETSPORT

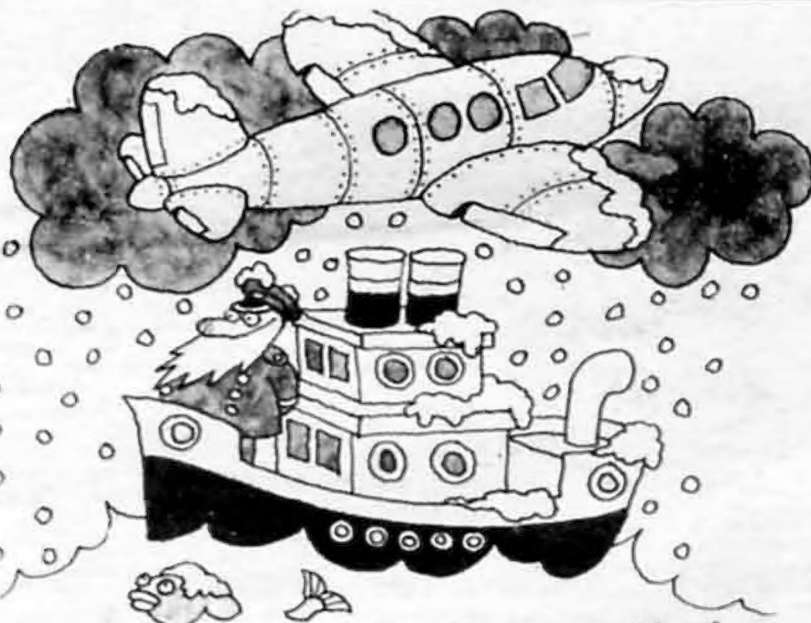
Eskimos
on target

Victory in the Fleet .22 Shooting Competition open event went to H.M.S. Eskimo, with a high score of 90. COEA Taplin, of the same ship, won the individual event with an excellent 97.

H.M.S. Wilton and H.M.S. Antrim retained their titles for Class B and Class C with scores of 83.5 and 85.7 respectively, while the Eskimo won Class B.

Second in the individual event was FCPO Smith (Antrim), with 95, and third CY Judges (Eskimo), with 93, after a shoot-off with Cdr. Howes (Antrim).

Fleet Competition results: Maxi-hockey — H.M.S. Fearless 1, H.M.S. Bristol 0; Mid-hockey — H.M.S. Torquay 3, H.M.S. Andromeda 1.



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SPORT 2

ATHLETICS • FENCING • TENNIS • JUDO • GOLF

ATHLETES TAKE TO THE WATER!

In conditions more suited to a swimming contest, Royal Navy athletes splashed their way through the finals of the Inter-Command Championships at the waterlogged Victory Stadium, Portsmouth, on June 25. Heavy rain meant that lane markings were obliterated and for the first time in memory all the hurdles events had to be cancelled.

However, the heavy going did not prevent several determined performances — one of the most notable being from Wren Lu Collins, of Yeovilton, who broke the Navy women's javelin record for the second year in succession with a 35.22 metre throw (subject to ratification), and also took the discus and shot titles.

In a "running" battle with arch-rival Chief Wren Deirdre Watkinson, PO Wren Jane Rimer came out on top with four victories — in the long jump, 100, 400, and 800 metres.

Men's championship bests were achieved by POMEM Len de Looze in the triple jump (14.32 metres) and AB Roy Mitchell in the long jump (6.82 metres).

Old stalwarts Sgt. Jim Douglas, in his last championship, and Sgt. Ted Kelland, with the grand slam, were again prominent, while

Lieut. Bob Chapman ran a great 5,000 metres against a competitive field to win in 15min. 51sec.

In the men's team contest, Portsmouth romped home by 20 points from the Royal Marines.

On championship performances the Navy team was being selected for the Inter-Services at R.A.F. Cosford on July 17.

MEN

10,000 metres — 1. POREL A. Bartley (Air), 2. Sgt. J. Douglas (R.M.), 3. Lieut. J. Robinson (Ports). 32min. 10.2sec.

Pole Vault — 1. PO M. Ellis (Ports), 2. CPO D. Brady (Ports), 3. LREM M. Jackson (Air). 3.50m.

Hammer — 1. Sgt. E. Kelland (R.M.-Ply-Med), 2. CPO S. Robinson (Ports), 3. PCPO L. Bell (Ports). 48.58m.

Javelin — 1. EMA Donmond (Air), 2. OEA/APP Lee (Ports), 3. AAT Croft (Air). 51.50m.

Triple jump — 1. POMEM L. De Looze (Ports), 2. OEA/APP Akilele (Ports), 3. Cpl. McArdle (Ports). 14.32m.

Shot — 1. Sgt. Kelland (R.M.), 2. POREL T. Walhen (Air), 3. MEM Robinson (Ports). 14.77m.

High jump — 1. AB R. Mitchell (Med), 2. NAM Winston (Air), 3. NAM Kennedy (Ply). 1.74m.

100 metres — 1. POMEM de Looze (Ports), 2. OEM Buck (Ports), 3. OEA/APP Akilele (Ind.). 11.4sec.

1,500 metres — 1. Sgt. J. Douglas (R.M.), 2. Lieut. O'Neill (Air), 3. MEA/APP Winston (Scot-N.I.). 4min. 15.6sec.

Discus — 1. Sgt. Kelland (R.M.), 2. POREL Walhen (Air), 3. Mech Robinson (Ports). 43.30m.

200 metres — 1. LMA Andrew (Ply), 2. Lieut. Helliier (Ports), 3. CREL(A) Boyce (Air). 23.7sec.

3,000 metres steeplechase — 1. Sgt. Douglas (R.M.), 2. RO Stokes (Ind.), 3. LS Osborne (Ports). 9min. 49.4sec.

Long jump — 1. AB Mitchell (Med), 2. POMEM de Looze (Ports), 3. Cpl. McArdle (R.M.). 6.82m.

800 metres — 1. Sgt. Douglas (R.M.), 2. Lieut. O'Neill (Air), 3. Cpl. Jarmon (R.M.). 1min. 57.9sec.

5,000 metres — 1. Lieut. R. Chapman (Scot-N.I.), 2. CPO J. Clare (Air), 3. POREL(A) Bartley (Air). 15min. 51sec.

400 metres — 1. Cpl. P. Lewis (R.M.), 2. REMA Greighton (Med), 3. Mne Woodin (R.M.). 53.1sec.

4 x 100 metres relay — 1. Ports, 2. Air, 3. R.M. 46sec.

Team result — 1. Portsmouth (118), 2. R.M. (98), 3. Air (95.5), 4. Medway (20), 5. Plymouth (18), 6. Scotland (11.5).

WOMEN

Discus — 1. Wren L. Collins (Air-Scot), 2. POWren S. Caulfield (Air-Scot), 3. CWren D. Watkinson (Ports). 32.58m.

Long jump — 1. PO Wren J. Rimer (R.M.-Ply-Med), 2. Wren Elliott (Air-Scot), 3. LWren A. Ormslow (R.M.-Ply-Med). 4.81m.

Shot — 1. Wren L. Collins (Air-Scot), 2. CWren Watkinson (Ports), 3. POWren S. Caulfield (Air-Scot). 10.66m.

High jump — 1. Wren D. Cascino (Ports), 2. Wren J. Gould (Air-Scot), 3. Wren L. Collins (Air-Scot). 1.28m.

800 metres — 1. POWren J. Rimer (R.M.-Ply-Med), 2. POWren A. Herne (Air-Scot), 3. SNG C. Poole (Ports). 2min. 39.4sec.

100 metres — 1. POWren Rimer (R.M.-Ply-Med), 2. CWren Watkinson (Ports), 3. Wren Elliott (Air-Scot). 13.2sec.

200 metres — 1. CWren Watkinson (Ports), 2. POWren Rimer (R.M.-Ply-Med), 3. Wren Marton (Ports). 27.7sec.

Javelin — 1. Wren Collins (Air-Scot), 2. Wren Reed (Air-Scot), 3. CWren Watkinson (Ports). 35.22m.

400 metres — 1. POWren Rimer (R.M.-Ply-Med), 2. CWren Watkinson (Ports), 3. Wren Collins (Air-Scot). 63.2sec.

4 x 100 metres relay — 1. Portsmouth, 2. Air-Scot, 3. R.M.-Ply-Med. 56.4sec.

Team result — 1. Air-Scot (70), 2. Portsmouth (66), 3. R.M.-Ply-Med (64).

Harmon and Tarrant back

After missing last season through sea-time, Wtr. Vic Tarrant, son of the former distance runner John Tarrant, won the 1,500 metres and 5,000 metres in the Portsmouth area athletics championships on June 19.

Tarrant, of Centurion, beat the favoured Lieut. Keith Deathridge (Collingwood) in the latter event, and clipped a second off his personal best into the bargain, finishing in 15min. 42sec.

John Harmon (Collingwood), out for four years through sea-time and injury, won the 3,000 and 10,000 metres steeplechase, Stan Robinson (Victory) took the hammer, discus and shot, and in the Wrens' events the star was Deirdre Watkinson (Mercury), who won the 100, 200 and 400 metres, the javelin, discus and shot.

Collingwood retained the Dupree Challenge Cup, while Mercury took the Ships and Minor Establishments Cup.

★ ★ ★

Sgt. Jim Douglas, leaving the Service this year, dominated the middle-distance track events at the Royal Marines Athletics Championships, winning the two events he entered — the 800 and 1,500 metres. His unit, 40 Cdo., won the Inter-Unit Cup.

Welsh international Sgt. Ted Kelland was again star of the field events, with 45.57 metres in the discus and 14.29 metres in the shot.

★ ★ ★

Wren Lu Collins (Yeovilton) won four events — the discus,

high jump, javelin and shot — in the women's section of the Naval Air Command championships.

RNAS Culdrose took the Wrens' team trophy, with the men's trophy going to HMS Daedalus.

★ ★ ★

R.N.A.C. (South) retained the Burtoft Trophy on June 15 with 74 points from Portsmouth (55), with Worthing (51) third.

Judo successes



A team of ten Royal Navy judo players scored a number of successes in a match against the Royal

Netherlands Navy in Den Helder. Navy competitors won the lightweight, middleweight, light-heavyweight and heavyweight categories and Cpl. Dave Julian R.M. won the open event.

A five-man team event was won by the Royal Navy A team, comprising Lieut. Trevor Syms (H.M.S. Mercury), Lieut. Martin Littleboy (Army Education College), Cpl. Julian (R.M.R. London), Cpl. Dave McDowell (Intrepid), and Cpl. Jack Hart (Cdo Logistics Rgt.).

Pictured left to right (back row), Lieut. Syms, Lieut. Littleboy, Cpl. S. Travis, Cpl. Julian, Cpl. K. Cooper; (front row), Cpl. McDowell, Cpl. B. Finan, Sgt. G. Bryson, Cpl. Hart, Mne G. Austin.

Jump for joy — try pole vault

Navy pole-vault champion Sandy Ellis takes to the air (right) in what might be called a rising sport ...

The Navy is offering YOU the chance to try pole-vaulting on glass fibre poles. And all it takes is a little courage.

Since the Navy record-holder LAM Peter Gabbett (14ft. 7½in.) and Sgt. Tony Toms (personal best, 12ft. 5in.) have left the Service the event at Navy level has been in the doldrums.

To improve the situation a vaulting squad has been formed, with training at least three times a week at Victory Stadium, Portsmouth.

Although the squad has four active vaulters all showing steady improvement — LS Ellis (Dolphin) at 13ft. 1½in. (looking for 14ft.), Sgt. Fred Nolan (Temeraire) at 11ft., LAM Marty Jackson (Daedalus) at 10ft. 3in., and squad coach, CPO Dave Brady (Temeraire) at 11ft. 6in., Brady wants to see more, younger, men going along to sessions.

"If I can learn at 34," he said, "anyone can — all they have to do is contact me!"

POMPEY'S BOSUNS VICTORY

Portsmouth won the Claud Barry Cup in the Inter-Command Dinghy Championships, sailed in Bosuns in Plymouth Sound on May 30 and 31.

Competitive sailing, initially against Force 6 elements, led to a clear victory with six wins from Plymouth (five) and Air (four).

Result of the South-Western Area Bosun Dinghy Championship, organized by Plymouth Branch of the R.N.S.A. — 1. REM Chris Kitchen (Ark Royal); 2. Lieut.-Cdr. Bob Chapman (Andromeda); 3. Mid. T. Hughes (B.R.N.C.).

Hockey Cup entries to . . .

Entries for next season's Royal Navy Hockey Knockout Cup, which last year attracted more than 59 teams from ships, Navy establishments and Royal Marines units, should reach the Assistant Secretary of the R.N. Hockey Association (Captain B. A. Jeffs, R.M.) by September 1. They should be accompanied by a 50p fee (cheque or P.O. made out to the R.N.H.A.) and addressed to Capt. Jeffs at the Dept. of the Commandant General Royal Marines, Room 402A, Ministry of Defence, Archway Block South, Spring Gardens, Whitehall, London, SW1.



NOW KAREN'S ON THE OTHER SIDE OF THE FENCE!

Wren Karen Eyton-Jones joined the W.R.N.S. on Monday, June 3, and two days later she was helping the Service to victory in the Women's Inter-Service Fencing Tournament at Aldershot.

Karen, previously a member of South Wales Division R.N.R., has fenced for Wales and was in the Welsh team which beat the R.N. Women earlier this year.

It was the second year in succession the Wrens had won the Cup, this time with a final result of: R.N. (W) 23 victories; RAF (W) 13; Army (W) 12.

Karen scored five victories. Also representing the R.N. Women were Second Officer Flick Heal (six victories), Third Officer Peta Maidment (four) and Third Officer Barbara Williams (eight).

HIGH STANDARD

After a lapse of two years the W.R.N.S. Inter-Group Tennis Championships were held at the Nuffield Services Officers' Club, Portsmouth, on June 3 and 4 — and won by Portsmouth.

The high standard of play augurs well for the Inter-Service

Championships to be held at Wimbledon in August.

Final result: Portsmouth 19, R.M., Plymouth and Medway 17, Air and Scotland 0.

Portsmouth team — J. Carver (CINCNAVHOME), J. Simpson (Dryad), S. Eason (CINCNAVHOME), P. Hyde (Hook), S. Mynott (Victory), B. Wareham (Victory), J. Uff (Vernon).

Air — D. Heaver (Daedalus), C. Fletcher (Heron), J. Florence (Seahawk), A. Hudson (Daedalus), S. Byrne (Seahawk), J. Davenport (Seahawk), V. Barker (Daedalus).

R.M. — J. McGill, R. Ball, A. Roope, A. Priestley (all Presidents), J. Newell (Dauntless), S. Sears (Stonehouse) and G. Last (Deaf).

Anglers' service

The Royal Navy and Royal Marines Angling Association annual service takes place at All Saints Church, H.M.S. Daedalus, on July 14 (10.30 a.m.). Collections will go to Missions to Seamen and the R.N.L.I.

GOLF CUP GOES TO ADMIRALS

For the first time for many years, the Admirals had an outright win over the Generals in the Mercer Cup at this year's Admirals, Generals and Air Marshals Golf Match at the Berkshire.

Since 1929 there have been four ties, with ten victories to the Admirals against the Generals' 25, which makes this year's event particularly noteworthy.

And for the second successive year, the Ministry of Defence Navy Department Golf Society has won the Secretary's Cup in the annual clash with the Army and Royal Air Force department societies.

The contest, which took place on June 20 at the West Hill course, Surrey, consisted of foursomes in the morning and singles in the afternoon. The final score was Navy 10½, R.A.F. 8½, and Army 8.

BARRIER-BREAKING

Navy Department players were Capt. R. J. Hitchen (captain), Rear-Admiral I. G. W. Robertson (president of the society), Cdr. R. C. Burton, Cdr. A. A. Hensher, Cdr. R. W. Story, Cdr. J. Coleman, P. J. Carter, D. G. Gutteridge, R. G. Algar, D. Musselbrook, K. V. Crouch, and G. E. West.

The handsome silver trophy, first presented in 1935 for competition between the Admiralty, War Office, and Air Ministry, has never been won three years in succession.

The Navy Department Golf Society hope to "break the barrier" in 1975.

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SPORT 3

Avis sets new swim standards

Wren Avis Williams, of H.M.S. Vernon, has set two swimming records in a determined effort to push W.R.N.S. standards up to those of civilians.

Taking part in a swimming coaches' officials' and proficiency course at H.M.S. Temeraire, she dramatically vindicated her build-up for the final time trials by setting a Navy record of 1min. 9.6sec. for the 100 yards backstroke.

In the practice warm-up for this swim she clipped 1.4sec. off the Royal Navy butterfly record — and at the Medway Training Course at Temeraire on June 19 she made sure of setting a new record for this event.

"Her faultless swim showed great skill and courage and it is a credit to her determination that she came home in a new W.R.N.S. record time — subject to ratification — of 1min. 07.7sec.," reported Navy swimming coach, PO Wally Parsons.

Parsons led the Royal Navy team which beat the Solent Swimming Club A team in the Southsea-Ryde-Southsea relay championships on June 22.

FINE EFFORT

Thanks in part to a fine swim by JS Mick Flaherty, of H.M.S. Salisbury, the Navy finished in 3hr. 30min. 17sec., with their rivals 11min. 24sec. behind.

Navy team: PO Parsons (Temeraire), CPO Jim Pearson (Arethusa), Lieut. Pete Stephens (Ark Royal), MEM Jim Nowak (Mermaid), PO Ken Walton (Osprey), JS Flaherty.

Parsons, who finished sixth, was the fastest of four Navy competitors in the Lake Pickmere, Cheshire, three-mile championship on June 8. His time was 1hr. 21min. 50sec.

POREL A. Bowles and L/Wtr R. Hinton, both competing in their first long-distance swim, finished 12th and 24th respectively.

HORNETT IN BRITAIN RACE

A competitor in this month's two-handed Round Britain Yacht Race, starting from Plymouth on July 6, is Lieut.-Cdr. Guy Hornett, pictured right with his class of members of the W.R.N.S. from H.M.S. Pembroke under instruction afloat on the River Medway. Senior engineer officer of the Fleet submarine Churchill, now refitting in the nuclear complex at Chatham naval base, he was second on handicap in the race four years ago. This year he will be crewing for Mr. Barton Evans in his 43ft. yacht Cymro. Thirty-two-year-old Lieut.-Cdr. Hornett was the winner of the handicap prize in the 1972 trans-Atlantic race with a 37-day passage over the 3,000-mile course from Plymouth to Newport, Rhode Island.



NEW-BOY ANDY'S BRIGHT 42

Although the Royal Navy's bid to regain the Inter-Services title started with two early-season experimental matches which were both narrowly lost, nine uncapped players were given a taste of representative competition.

Against Incogniti the Royal Navy, batting first, found runs hard to come by, writes Derek Oakley.

Roger Moylan-Jones (32) and Peter Fogden (25) were the only early batsmen to cope, but newcomer RO3 Andy Collier, who joined the Navy only four months ago, showed his more senior colleagues the way with a bright unbeaten 42.

Incogniti replied to the Navy's 172 with 200 for six declared. Irresponsible batting against spin bowling caused the Navy's downfall in the second innings, only Moylan-Jones (30), Mike Grettton (27) and Gordon Grace (24) giving the 142 total an air of respectability. This left Incogniti 115 to win with plenty of time, and they did so by five wickets.

An equally disappointing performance against Oxford University Authentics — nearly as strong as the full University side — occurred in the second match at Portsmouth.

Cricket

Lieut.-Cdr. Roger Moylan-Jones, who has given up the captaincy after five years, scored a splendid 70 in the Combined Services second innings against Oxford University. His innings, when wickets were falling regularly at the other end, occupied over four hours of sensible batting and nearly thwarted the University in their attempt to win.

The other Navy player in the side was Lieut. Mike Robinson (H.M.S. Sultan), who is captain of the R.N. representative side this year.

The visitors scored 211 by tea in 74 overs, but lack of application found the Navy bowled out before the close for only 70.

Invited to follow-on, they fared better on the second day. Mike Robinson, this year's Navy skipper, weighed in with a fine and controlled 96, supported well by Mech. Eric Whyte, Mid. Charles Gilbert, and Inst.-Lieut. Paul Stubbs, who all got into double figures.

However, the picture changed when Gavin Lane arrived, and although more subdued than usual, he scored 88 before the innings closed for 273.

This left the Authentics to score 133 in about 35 overs. At one stage they were behind the clock and when they started to accelerate, wickets fell rapidly, but with ten overs left and 60 wanted, the Navy's fielding faltered once again under pressure.

Backbone

Portsmouth won the Inter-Command cricket trophy for the second year in succession in a competition, played at Portsmouth, which called on about 60 players, giving the selector a good look at talent available in some of the best possible conditions.

One or two youngsters were noted and it is hoped they will be encouraged to provide the backbone of the Navy side in years to come.

With Scotland unable to produce a full side and Portsmouth having a first-round bye, Plymouth got off to a good start by beating Medway by 47 runs at Eastney, while at the U.S. Ground the Royal Marines were beaten by Naval Air in a low-scoring match.

The "stars" of the first day were Smith (62) and Young (40) of Naval Air, Raphael (67) and Whyte (50) of Plymouth, with losers Petter (79) and J. Dunt (50) giving Medway a better run-rate to go into the second day. Of the bowlers, A. Brown (Plymouth) took 5-46 and Collins (R.M.) took 4-30.

On the second day Medway could muster only 65 against the pace bowling of Beel (4-18) and Scotland (4-19) and Portsmouth knocked off the runs for four wickets. In the other semi-final

West's warning

It's 12 years since Plymouth won the Inter-Command Water Polo Trophy, but 1974 promises to change all that, as the sport booms in the West.

A Plymouth correspondent writes that a squad of 17 trains regularly and an exciting aspect is that eight of them are juniors, "who must be favourites for the Navy Junior Championships in early July."

Captained by that ever-green veteran, Rex Camm, the senior team includes Nigel Folley, Ken Ridley and, with a welcome return to the game, Paddy Gorman, who with Chris Boothby, Terry Holder, Dave Harrison, Brum Eades and Dolly Gray are confident of success.

Unbeaten so far this season, and with Camm, Ridley and Folley selected for the county side, it is with high hopes that Plymouth enter this year's swimming and water polo championships.

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EXECUTIVE



Navy swimming coach PO Wally Parsons (top left) with swimming course participants

Honours List names

Royal Navy awards in the 1974 Birthday Honours List were as follows:

K.C.B.: Vice-Admiral A. M. Power.

C.B.: Rear-Admiral L. D. Dymoke, Rear-Admiral H. W. E. Hollins, Rear-Admiral J. R. Llewellyn, Rear-Admiral W. D. S. Scott, and Rear-Admiral D. G. Spicknell.

K.B.E.: Vice-Admiral E. G. N. Mansfield.

C.B.E.: Capt. R. W. Handcock, Capt. R. H. J. Knight, R.N.R., Capt. D. V. Morgan, and Surg. Capt. A. P. M. Nicol.

O.B.E.: Cdr. P. J. Bing, Cdr. G. V. Garter, Instr. Cdr. Q. Des Claves, Surg. Cdr. D. H. Elliott, Cdr. D. J. Farquharson, Cdr. T. M. B. Firth, Cdr. P. F. Martin, Chaplain (RC) H. P. Murphy, R.N.R., Lieut.-Cdr. P. E. D. Stearns, and Cdr. F. E. J. Warren.

M.B.E.: Lieut. W. J. Blake, Lieut.-Cdr. T. W. Bradley, Lieut.-Cdr. R. J. Brend, Lieut.-Cdr. P. J. M. Ganter, Lieut.-Cdr. W. W. Dennis, Lieut.-Cdr. (SCC) T. Dewhurst, R.N.R., Lieut.-Cdr. T. P. Heard, Lieut.-Cdr. D. E. Holloway, FOEL(A) J. H. S. Lach-Szyrma, A/Cdr. J. M. Mackay, and Capt. R. W. Winthrop, R.M.

B.E.M.: CPOA W. H. Batstone, SGT L. Y. Bell, R.M., CPO CXN H. C. Bodie, COEA(L) J. M. Corniel, CPO PT1 S. Craven, REG CWREN M. B. Chidge, CPO PT1 T. Dearden, CPO CXN B. O. Densley, MNE W. T. Gailie, EM(A) J. E. Green, C/SGT T. W. Grieves, R.M., LRO(RNR) R. B. Hapgood, CPOA E. J. R. Harrison, A/POMA C. E. James, MUSN M. Jennings, R.M., CPOWTR L. N. Joyce, CPOCK L. A. Lea, CRS M. J. Lovell, CPO CXN V. G. Merry, COEL N. J. Newton, COEL (RNR) I. F. Nutt, A/CPL H. Oxford, R.M., CMEA(H) A. J. Patten, RPOD Richardson, CREL B. E. Speight, COEL W. Stevenson, RMECHT J. D. Sunderland, MEAL(P) H. S. Waddington, and CPOCK R. Wilson.

Royal Red Cross (Associate, 2nd) Supt. Sister J. F. Luce, OARNNS.

M.V.O. (4th) Cdr. H. M. Balfour.

Royal Victorian Medal (Silver) CPO W. J. Lovridge.

Devonport rededication

Rededication of the Remembrance Board display took place in H.M.S. Drake when Commodore R. W. Garson conducted divisions in the Drill Shed.

The boards, which had been moved into a new position specially made to house and light them, contain the names of all the Devonport-manned ships lost in both World Wars.

On display too were the two Remembrance Books, containing the names of all the Devonport officers and men lost in the wars.

Recreational centre for ALL the Navy

(Continued from page 1) countryside is unlikely to find a bus stop beside every tree.

However, a great many naval families do have cars, and visiting ships would have to make transport arrangements, but the effort required in getting there, when the scheme is complete, should be amply rewarded in the pleasure of enjoying an exceptional amenity.

In particular, the message should be loudly proclaimed that Southwick Park is not a playground for H.M.S. Dryad, but a centre for the Navy.

Now that the Sailors' Fund have given their approval, and

earmarked the money, control will pass to the Commander-in-Chief Naval Home Command, because the Fund have no facilities for supervisory participation in schemes to which they give backing.

The plans having been agreed as a "Navy" centre, officers will be able to use the facilities, including the golf, but the Sailors' Fund undoubtedly have in mind a mainly rating amenity, and have been encouraged in their support by reports of increasing golfing interest among the ratings.

A project manager is being advertised for, at a salary of £2,500-£2,800, according to qualifications.

Progress at Suez

The Royal Navy made a significant step towards reopening the Suez Canal when the minesweeper H.M.S. Bossington passed through a gap in a four-lane causeway across the canal. It had taken the Egyptians three months to create the gap by removing tons of concrete and rubble.

R.N. officers engaged in clearance operations were introduced to President Sadat during the Egyptian leader's first official visit to the canal since taking office.

They were Cdr. David Husband (commanding officer of H.M.S. Abdiel), Cdr. Tony Harris, Lieut. John Turner (H.M.S. Bossington), and Lieut. Tim Paul (H.M.S. Maxton).

Ahead of the clearance teams lies the daunting task of clearing the Bitter Lakes; the 26 kilometres of canal north of Suez; and the anchorages in Suez Bay.

STEVE (I'M IN CHARGE) SORTS 'EM OUT

You're 17, a junior RO in your first ship and suddenly some chap announces, "Lad, you're in command, she's yours." So what do you do?

Obvious, isn't it? Troop in all the officers, fine them £1 apiece and give them all No. 14's — which means they have to paint the flight deck.

Next, get a signal off to Dad letting him know of your sudden "promotion." And Dad, being a sailor serving at Suez — and a master-at-arms at that — replies, "Congratulations. Rattle first lieutenant. Grant ship's company make and mend. Dad."

As everyone knows, the Royal Navy is skilled in schemes of raising cash for charity and adept at carrying them through. In H.M.S. Yarmouth on her way from Rosyth to Kiel, it was a case of raffling for charity the job of "Captain for the day," and young Steve Skinner, from Kirkliston, Midlothian, proved the lucky lad.

DUBIOUS CHARGES

As "Cdr Skinner" — the real captain (Cdr. John Lightowler) had been "demoted" to gunner for the day — Steve liberally doled out punishment as senior rates were pressed into service as witnesses and officers were paraded before him on trumped up charges like smuggling illegal immigrants and wearing inflammable pyjamas.

Eventually, proceeds of the raffle and the "fines" totalled more than £120, which was later presented to orphanages during a visit to the ship's "home



town" of Great Yarmouth.

During his short spell "in command" Steve tried the captain's chair on the bridge for size (needless to say watched closely by the navigating officer and officer of the watch), and initiated that signal giving news of this latest Naval Lark to his father, MAA John D. Skinner, serving in H.M.S. Abdiel at Suez.

Sorting out the Yarmouth's "defaulters" is "Commander" Steve Skinner, aided by Master-at-Arms Harry Jackson.

Fetes raise over £5,000

Summer fetes at two Portsmouth area establishments have raised more than £5,000 for King George's Fund for Sailors.

As part of H.M.S. Sultan's 18th "coming of age" birthday, the establishment's fete was extended to two days, including steam rally.

More than £1,000 was raised by the event, it is estimated.

At the Royal Naval Barracks, Portsmouth, visitors packed the

wardroom gardens for a garden party at which a big attraction was the appearance as official opener of the TV Onedin Line star, Cap'n Raines — actor Howard Lang.

Perfect weather and a non-stop programme encouraged the generosity of the crowd, takings being well over £2,000.

HERMES BUSY IN THE MED., THEN GOES WEST...



After taking part in Exercise Dawn Patrol in the Mediterranean, H.M.S. Hermes (pictured left) took 41 Cdo to Canada for training, then, with Canadian Sea King helicopters joining those of 814 Squadron, she left for Bermuda to take part in the annual Exercise Marcot.

The Hermes had spent the first seven months since re-commissioning in her new role of commando ship largely operating around the cool shores of Scotland and even colder fiords of northern Norway.

After completing Exercise Clockwork '74 she bade farewell to 45 Cdo and sailed for the Mediterranean sun, with Flag Officer Carriers and Amphibious Ships (Rear Admiral A. D. Cassidi) and his staff on board to inspect all departments.

Features of a three-week stay in Malta were the great welcome from the British residents, who swamped the Visits Office with scores of invitations, and the presence of 100 families flown out from the U.K.

The departure from Malta was with 41 Cdo embarked to take part in two exercises — the first the 36-hour Double Base at Dhekelia, Cyprus, the second Dawn Patrol, ranging from Kalamata Bay and Kyparissia in Southern Greece to Cape Teulada, Sardinia, via the Straits of Messina.

No decision yet on Royals

Like the whole of Britain's defences, the Royal Marines are "in the melting pot" of review, and the stickiness of that situation has not been helped by speculation on their future.

The FACTS are that "the Government are examining our defence commitments and capabilities, including those of the Royal Marines," and that no new decisions have been taken either about the Royals or any other aspect of defence expenditure.

Any report which suggests otherwise is guesswork.

However, no one can have his future "examined" without some anxiety, but amid any worries it is only fair to remember also the official background.

Mr. Frank Judd, the Navy Minister, when asked in the Commons about the future of the Royals, spoke in the highest possible praise for their fine record, and added these words:

"We shall have fully in mind the important and special contribution which the Royal Marines continue to make to the defence of Britain and in support of NATO."

"Their sheer versatility as a self-contained, flexible fighting unit makes them a valuable component of NATO's deterrent forces."

Until final decisions are reached one further fact can be stated. The Royals have many friends, and are much admired — not least by their "reviewers."

PRINCE TO FLY HELICOPTERS

Lieut. the Prince of Wales, who in August completes 18 months sea service as a watch-keeping officer in frigates, leaves his present ship H.M.S. Jupiter in the middle of that month to sub-specialise as a helicopter pilot.

The Prince, already a qualified fixed wing pilot, will start a three-month conversion to

Wessex Mark 5 helicopters and the commando helicopter role at R.N. air station Yeovilton in September.

His instructor will be Lieut.-Cdr. A. MacGregor, at present the one naval officer serving with the Queen's Flight. Commanding officer of 707 Squadron, in which the Prince

will serve, is Lieut.-Cdr. P. A. Voile, who will be his standby instructor.

After his helicopter conversion, which will also equip the Prince to fly Wessex Mark 4s of the Queen's Flight, it is planned that he will attend the Lieutenants' Course at the Royal Naval College, Greenwich.